REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1900.

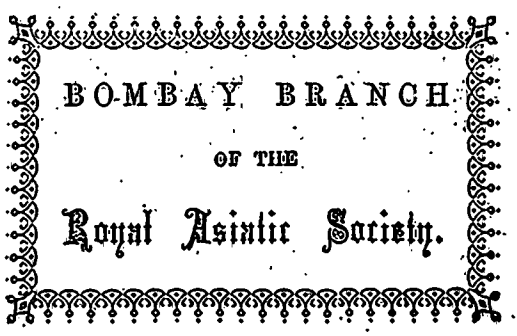
PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 6TH MARCH 1901

00133567

12/1/40

Bombay:
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1901



Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020

REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1900.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 6TH MARCH 1901.

133567

CXJ-2

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

Bombay:
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1901.

BOMBAY:
PRINTED AT THE BOMBAY GAZETTE STEAM PRESS, ARMENIAN LANE.

CONTENTS.

	PAGE
Acetylene	73-178
Aden—Proposed Public Wharf at	91-272
Aniline Dyes	140
Arbitration Act (Indian) 1899	71-173
Arbitrations submitted to the Chamber	136
Arbitration—Committees of	10
Arsenic (white) and other poisons—Bill to provide for the regulation of the importation, possession and sale of	78-213
Asbestos and other minerals from Rajputana—Samples of	136
Balance Sheet	164-5
Bankers' Books Evidence Act, 1891	77-205
Bengal—Nagpur Railway	80-219
Bills of Lading	110
Bills of Lading—Ante-dating	23
Burma Chief Court	128
Cargo—Shut out	23
Cargo boats alongside Vessels—detention of	23
Certificates of Origin	136
Chairmen and Secretaries of the Chamber	423
Chemical Analyser's Department	98-267
Coal—Storage of, on the Bunders	92-277
Coals—Discharge of under Charter Parties	141
Commercial Agents (British)	126
Commercial Intelligence	117
Commercial Relations between Great Britain and Germany	131
Commission—General Rates of	20
Congress of Chambers of Commerce of the Empire, 1900	124
Cotton	154
Cotton Cultivation	146
Cotton Duties and Tariff Acts	128-357
Currency Notes—Circulation of	107-317
Currency Reserve	107-3
Custom House Procedure	
Death of the Queen	
Explosives Act (Indian) 1884	
Famine	
Forged Transfers Act	
Freights (ship) inwards to Bombay	22
Freight (ship) outwards from Bombay	22
General Average Deposits	88-268
Gold Currency	106-307
Hajamri Beacon	116-340
Holidays—Public and Charter Party	2-148

PAGE

Horse and Cattle Disease 133-395
Imperial Institute 128 355
[illegible] 137
[illegible] 124-354
... ... 161
... 85-244
... of Bombay,—Repre-
... 131
...nment of Bombay,—rules for
...ati e of the Chamber in the 9
... ... 159
... Dock Charges 132-393
Machinery—Import duty on 75
Matches—Conveyance of, over open lines of railway 142
Measurement rules and regulations 14
Meeting—Annual General... 424
Members Election of 142
Members of the Chamber 1
Merchandise Marks Act—working of 96-101
Mines in India—Bill to provide for the Regulation and Inspection of 74-184
Municipal Councillors,—rules for the Election of 8
Municipal Councillors,—Election of 143
Nagda-Bara-Muttra Line 82-237
Parcels—Conveyance of 76-203
Persia—Trade with 129
Petroleum Act of 1899 73-180
Piece-Goods—Late delivery of 119-346
Plague 63
Plague and Quarantine Restrictions 137-409
Port Trust 134-400
Port Trustees—Election of... 147
...rt Trustees,—rules for the election of 8
... Trust Railway 79-217
...ct—(Indian) 1899—Further amendment of 75-185
...e (annual report) 76
...y Banks—Proposed Amalgamation of 121
...ommission 81-230
...way Extension 78
Rainfall Returns 161
Red Sea—Lights in the 114-334
Rules and Regulations of the Chamber 3
Rupees—Coinage of 105-304
Southern Mahratta Railway 78-215

PAGE

Statement showing the number of miscellaneous Packages only, with receipts therefrom, measured during the last twenty-three years 163
Statement showing the total measurement of Bales and miscellaneous Packages, with receipts, expenditure, &c. 162
Statistical Statements 161-434
Sugar Imported into India—Countervailing Duties on 112-330
Surveys and arbitrations on piece-goods—rules for 12
Telegraph Charges between India and Europe 67-172
Telegraphic Transfers 101-296
Tonnage Scale (Bombay) 24-121
Tonnage Scale (Calcutta) 37
Tonnage Scale (Cochin) 46
Tonnage Scale (Madras) 49
Tonnage Scale (Kurrachee) 55
Town Duties 131-391
Treasury Balances 111-324
Weather working days 142
Whangpoo River and Woosung Bar—condition of... 119-345
Wheat 149

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
WILLIAM RATHBORNE, Esq.
A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.

Members.

Messrs. ALDRIDGE, SALMON & CO. (Ltd.)
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BREUL & Co.
" CHAGONDAS & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
" DAVID (SASSOON J.) & Co.
" DRENNAN & Co.
" DUXBURY (J.) & Co. (Ltd.)
" EWART, LATHAM & Co.
" EWING & COMPANY. [(Ltd.)
" FARBENFABRIKEN BAYER & Co.
" FINLAY, MUIR & Co.
" FLEMING, SHAW & Co.
" FORBES (C. H. B.) & Co.
" FORBES, FORBES & Co. (Ltd.)
" FRAMJEE, SONS & Co.
" GADDUM & Co.
" GLADE & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" KERR, TARRUCK & Co.
" KING, KING & Co.
" LATHAM, ABERCROMBIE & Co.
" LATHAM & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" MOOLJEE JAITHA & Co.
" NARANDAS RAJARAM & Co.
" OSTERMAYER (M.) & Co.
" OWEN & OKELL.
" PAYNE, GILBERT AND SAYANI.
" PETIT (D. M.) SONS & Co.
" PETIT, (JEHANGHIR BOMANJI) & Co.
" PRIER DESAONE & Co.
" RALLI BROTHERS.
" RICHARDSON AND CRUDDAS.
" RITCHIE, STEUART & Co.
" ROUGHTON AND BYRNE.
" RUSTOMJEE (H. J.) & Co.
Messrs. SANDAY & Co.
" SASSOON (D.) & Co.
" SASSOON (E. D.) & Co.
" SCHRODER SMIDT & Co.
" SHEPHERD & Co.
" SPINNER (E.) & Co.
" TATA & SONS.
" THOMAS COOK AND SON.
" TURNER, MORRISON & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
THE AUSTRIAN LLOYD'S S.N. COMPANY.
THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY TRAMWAY CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. [DE PARIS.
THE COMPTOIR NATIONAL D'ESCOMPTE
THE COMMERCIAL BANK OF INDIA, LD.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY, LIMITED.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, Esq.
AHMEDBHOY HUBIBBHOY, Esq.
E. SEYMOUR HALE, Esq. (*Attorney a... presentative of the Publishers' Asso... London*).

RETIRING COMMITTEE.

THE HON. MR. WILLIAM GREAVES, *Chairman.*
J. M. DICK, ESQ., *Deputy Chairman.*
(1) D. H. GLADE, ESQ.
C. H. ARMSTRONG, ESQ.
JOHN STIVEN, ESQ.
H. C. WRIGHT, ESQ.
A. ZYGOURAS, ESQ.
E. SCARPA, ESQ.
(2) LT.-COL. H. D. OLIVIER, R. E.

COMMITTEE FOR 1...

THE HON. MR. WILLIAM ... *Chairman.*
C. H. ARMSTRONG, ESQ., ...
J. M. DICK, ESQ.
F. T. RICKARDS, ESQ.
A. ZYGOURAS, ESQ.
JAMES MURDOCH, ESQ.
F. W. BICKEL, ESQ.
H. B. THURBURN, ESQ.
FRANK RITCHIE, ESQ.

FREDERICK NOEL PATON, ESQ., *Secretary.*

(1) Mr. J. Tintner, who was elected a member of the Committee for 1900, resigned during the year on proceeding to Europe, and was succeeded by Mr. D. H. Glade.
(2) Mr. W. Harvey, who was elected at the same time, retired in the early part of March owing to his transfer up-country, and was succeeded by Lt.-Col. H. D. Olivier, R. E.,

PUBLIC HOLIDAYS
FOR THE YEAR 1901.

Sanctioned by Government under Section 25 of Act XXVI of 1881, *entitled the "Negotiable Instruments' Act,* 1881":—

New Year	1st & 2nd January.	Tuesday & Wednesday	2 Days.
Holi	4th March	Monday	1 Day.
Jamshed-i-Naoroz	21st March	Thursday	1 ,,
Ramnavami	28th March	Thursday	1 ,,
Easter	5th, 6th & 8th April	Good-Friday, Saturday, and Monday	3 Days.
Mohurrum	30th April	Tuesday	1 Day.
Queen's Birthday	Such day as may be fixed by the Governor-General in Council		1 ,,
Whit Monday	27th May	Monday	1 ,,
First Monday in August	5th August		1 ,,
Cocoanut Day	29th August	Thursday	1 ,,
Gokul-Ashtami	6th September	Friday	1 ,,
Parsi New Year	13th and 14th September	Friday & Saturday	2 Days.
Ganesh-Chaturthi	16th September	Monday	1 ,,
Khordadsal	20th September	Friday	1 Day.
Dussera	22nd October	Tuesday	1 ,,
Dewali	9th, 11th and 12th November	Saturday, Monday & Tuesday	3 Days.
Christmas	24th, 25th, and 26th December	Tuesday, Wednesday and Thursday	3 Days.
New Year	31st December	Tuesday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1901.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1901 :—

[illegible] Year	1st January	Tuesday	1 Day.
[illegible]	4th March	Monday	1 ,,
[illegible]vami	28th March	Thursday	1 ,,
[illegible]	5th April	Good-Friday	1 ,,
[illegible]n	30th April	Tuesday	1 ,,
[illegible]rthday	Such day as may be fixed by the Governor-General-in-Council		1 ,,
[illegible]way [illegible]			
[illegible]cocanut Day	29th August	Thursday	1 ,,
Gokul Ashtami	6th September	Friday	1 ,,
Parsi New Year	14th September	Saturday	1 ,,
Ganesh-Chaturthi	16th September	Monday	1 ,,
Dussera	22nd October	Tuesday	1 ,,
Dewali	11th November	Monday	1 ,,
Christmas	25th December	Wednesday	1 ,,

By order of the Committee,

FREDERICK NOEL PATON,

Secretary.

BOMBAY, 20*th December*, 1900.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 6th March, 1901.

I. The object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates, their proposers and seconders to be circulated to Members seven clear days before the meeting; or by a majority of [redacted] of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been

regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.

2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railways and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the meeting. The Annual General Meeting shall be held in the month of February, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elect[illegible] Honorary Members of the Chamber, and as such shall be exem[illegible] from paying subscriptions.

XVII. An Annual Report of the proceedings shall be [illegible] and copies sent to the similar Associations in India, China, a[illegible] elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and de[illegible] in the ballot box which shall be placed in the Chamber from [illegible] 4 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowjee Thakersey.
„ Jivram Vashanjee.
„ Rowjee Naranjee, of Messrs. Ruttonsey Canji.
„ Chaturbhoj Shivjee.
„ Purshotum Cooverjee.
„ Vithaldas Khetsey, of Messrs. Purshotam Luxmidas.
„ Purshotam Govindjee, of Messrs. Damoder Haridas.
„ Karsondas Ramdas, of Messrs. Ramdas Bhanji.
„ Jaithabhai Valjee.
„ Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
„ Jewraj Dyal.
„ Ragowji Kanji, of Messrs. Muljee Padamsey.
„ Valjee Nensey, of Messrs. Kanjee Karson.
„ Hemraj Canji.
„ Morarji Veljee.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee & Sons.
„ Mathuradas Mowjee.
„ Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Oodhowjee, J. P.
Mr. Girdhardas Jaithabhai, of Messrs. Kanjee Dharamsey.
„ Laljee Jivraj, of Messrs. Ghella Dayal.
„ Kurji Dharamsey.
„ Hariram Velji.
„ Ruttonsey Damoder, of Messrs. Megjee Hemraj.
„ Morarji Kalianji.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong, of Messrs. Lyon & Co.
" M. F. Reid and the Hon. E. J. Hawke, Bombay Company, Limited.
" G. M. Wilson, of Messrs. Finlay, Muir & Co.
" A. Foulkes, of Messrs. Owen & Okell.
" W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
" H. O. Coates, of Messrs. J. Duxbury & Co., Ld.
" W. H. Crombie, of Messrs. Latham, Abercrombie & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" A. H. Hammond, of Messrs. Greaves, Cotton & Co.
" O. Schillizi, Mr. E. Lambrinudi, and Mr. C. G. Nomicos, of Messrs. Ralli Brothers.
" H. Kreis, of Messrs. E. Spinner & Co.
" Edwin Yeo and Mr. R. Lean of Messrs. C. Macdonald & Co.
" F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.
" E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.
" J. M. Dick, Mr. W. E. Crum, Mr. C. B. Wallace, and Mr. L. Barraclough of Messrs. W. and A. Graham & Co.
" J. Alan Dredge, of Messrs. Ewart Latham & Co.
" R. Tileman, of Messrs. Schroder Smidt & Co.
" L. B. Ker of Messrs. Ritchie Steuart & Co.
" G. Ostermayer and Mr. H. Heberlein of Messrs. Ostermayer & Co.
" C. Wegmann of Messrs. Volkart Brothers.
" C. H. B. Forbes and Mr. Neville E. Maltass of Messrs. C. H. B. Forbes & Co.
" Tribhowands Vurjeewandas and Dharamdas Tribhowandas, of Messrs. Tribhowandas Vurjeewandas & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber held on 6th March, 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods :

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April, 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII :—

(*a*) *Measurer* shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) *Measurement* shall mean measurement by such measurer.

(*c*) *Shipper* shall mean the person shipping the goods or his representative.

(*d*) *Quay* shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) *Vessel* shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) *Boat* shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a Vessel in the Port of Bombay.

(*g*) *Packages* shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) *Consignment* shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) *Lot* shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Measurers shall give certificates of measurement which must accompany the packages to the vessel and shall furnish the shipper with a copy thereof. This certificate shall show :—

(*a*) The date, hour and place of Measurement.
(*b*) The name of the Shipper.
(*c*) The name of the Vessel.
(*d*) The Port of destination.
(*e*) The number and description of packages.
(*f*) The Marks.
(*g*) The Measurement and in the case of goods shipped by boats
(*h*) The registered number of the boat.
(*i*) The Tindal's name.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901 in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1). All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April, 1901.

(2). The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3). All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk, to the effect that the fees have been paid.

(4). The shipper of goods shall, if and when required in writing by the agent, owner or master of the vessel so to do, give notice in writing to the said agent, owner or master of the time when and the place where his goods will be ready for measurement; and the said agent, owner or master shall thereupon notify to the Measurer at what time or times he should, if possible, attend.

(5). The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6). Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7). Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which it has been made.

(8). A measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9). No goods shall be measured otherwise than on a quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10). Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the quay.

(11). In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12). In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13). In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14). Measurers when measuring pressed bales shall ascertain whether all are from one press or not and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15). In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16). The scale of Measurement fees leviable under Rules V. and XVII. shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Twist (white and coloured) Rags, and waste in pressed bales...pies 6 per bale. Subject to a rebate of pies 3 per bale on the Measurer certifying that the lot measured consisted of not less than 32 bales all of uniform dimensions.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of diverse dimensions .... anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel .....anna 1 per package.

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a measurer on a Holiday under the Charter-Parties Act may be secured on application to the Secretary accompanied by the sum of Rs. 10, which shall be paid by him to the Measurer appointed by him to attend.

(17). All disputes as to the applicability of (c) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With

respect to (c) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18). Refund of Measurement Fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19). Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(20). All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no Claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(21). Each Measurer shall keep a Dispute Book and it shall be competent for any shipper who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein either in English a claim to have the goods in question or any portion of them remeasured. And on the said shippers depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper can see whether the measurement is correctly taken and shall give to the shipper a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee Paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

(22). Should a shipper demand remeasurement under order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

By order of the Committee,

FREDERICK NOEL PATON,

Secretary.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

	Per Cent.
23. On bills of exchange returned, noted or protested	½
24. On granting and cashing letters of credit	1
25. On depositing Government paper as security for constituents.	¼

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight...	2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28. On collecting freight	2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30. On shipping goods of every description on which no commission for the purchase has been charged	1
31. On shipping treasure, bullion, and jewellery	⅛
32. On ship's disbursements when not in funds	1
33. On account of passage-money, whether the same passes through the Agent's hands or not	5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
If Opium, Indigo, Raw Silk or Silk Goods ...	½
If Treasure, Precious Stones, or Jewellery	¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 *of the General Rates of Commission which fixes the rate "on procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January, 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTI-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of anti-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new article to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July, 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley, in bags	...	15 cwt.	...
† Bran, in bags (pressed) ...	...	10 ,,	...
Do. do. (unpressed)...	...	9 ,,	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone-meal and bone-dust ...	...	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	...	20 cwt.	...
*Bones, crushed, in bags (as per Standard A preserved by the Chamber.)	...	11 cwt.	...
*Do. B do. ...	...	14 ,,	...
*Do. C do. ...	...	17 ,,	...
Bones, loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.

* At the annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals ... ... **	...	...	20 cwt.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils	40 feet.	...	8 cwt.
Colocynth, in cases	40 feet.	...	50 feet.
Colombo Root, in bags ..	8 cwt.	...	14 cwt.
Copra, in robbins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra, in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed * *	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 cwt	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.

* The following resolution was adopted at the annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Dhall, crushed, in bags ...	To the Ton. ...	To the Ton. 17 cwt.	To the Ton. ...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases' ..	40 feet.	...	50 feet.
Do. in bundles.	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour, in bags	...	18 cwt.	...
Flour, middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases	40 feet.	...	50 feet.
Do. in bags	10 cwt.	...	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Gum (Persian) in double bags Gum (Arabic) „ „ „	...	17 cwt.	...
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ..	5 cwt.	...	7 cwt.
Hides&Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose	6 cwt.	...	8 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old	...	20 cwt.	20 cwt.
Iron Rails...	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ...	...	17 cwt.	...
Linseed, in bags...	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags.	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases	40 feet.	...	50 feet.
Nux Vomica, in cases... ...	40 feet.	...	50 feet.
Do. in bags	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Do. Cocoanut	...	11 cwt.	...
Oil Seeds—			
Castor Seed, known as Bold Cawnpore description ...	...	10 cwt.	17 cwt.
Castor Seed, other sorts ...	...	13 cwt.	17 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.	To the Ton.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed...	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento	12 cwt.	...	14 cwt.
Plumbago, in bags	16 cwt.	...	20 cwt.
Pollards, in bags	...	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases... ...	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags ...	...	13 cwt.	...
Sago, in cases	40 feet.	...	50 feet.
Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ..	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Talc...	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague...	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags)	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Specia .		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0

ARTICLES.	How Charged.	Rs.	a.	p.
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement...	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies...	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0	12	0
Do. (on the North of the P.& O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases) ...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)...	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0
Do. wet (in Mats or Bags)... ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0

ARTICLES.	How Charged.	Rs. a. p.
Flour	Ton.	1 12 0
Fruits, dried (in Bags, &c.)	Cwt.	0 1 0
Ghee...	Dubber.	0 4 0
Ginger, dried	Case or Bag.	0 3 0
Glass, Window	Case.	0 2 0
Grain of all sorts	Bag.	0 1 0
Groundnuts	Do.	0 1 0
Gum (in Bags)	Cwt.	0 1 0
Gunny Bags	Bale.	0 6 0
Do. Bundles (Bundle of 50) ...	Bundle.	0 1 0
Haberdashery and Millinery ...	Small Case.	0 4 0
Do. do.	Large do.	0 6 0
Hardware (with cranage)	Ton.	1 12 0
Do. (without do.)	Do.	1 4 0
Hides (in pressed Bales)	Cwt.	0 1 0
Indigo	Case.	0 6 0
Ironmongery (with cranage)... ...	Ton.	1 12 0
Do. (without do.)... ...	Do.	1 4 0
Iron (Loose and in Bundles)... ...	Do.	1 4 0
Do. Pig	Do.	1 0 0
Jaghery	Bag.	0 1 0
Jute	Bale.	0 5 0
Lashings	Do.	0 5 0
Lead Sheets	Ton.	1 12 0
Lead, Pig	Do.	0 4 0
Mace...	Case	0 3 0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1 12 0
Marble Slabs	Do.	2 0 0
Matches	Case.	0 5 0
Mats of sorts...	Cwt.	0 1 0

ARTICLES.	How Charged.	Rs.	a.	p.
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1 Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0

ARTICLES.	How Charged.	Rs.	a.	p.
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do. do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases) ...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs) ...	Do.	1	6	0

*Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20	gross
Barilla	20	.....
Betel-nut...	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Cardamoms, in boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
,, boxes	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Fee per Ton.
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags...	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	5
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
,, cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
,, chests	20	.....
Mowrah Flowers	20	
Mowrah Seed	20	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sago; in cases	.....	50
Sal-ammoniac, in bags	20	.....
Sal-ammoniac, in boxes	20 gross.	
Saltpetre...	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14 gross.	
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil in cases	.....	50
,, casks	4 hhds.	
Oil-Seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding 20	52
Rice		.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower...	5 bales not exceeding	52

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. ¼ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales... ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... ... 2½ per cent.

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise ...	Do. do.	20 Cwts. Nett
Bone Meal	Bags	20 do. „
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases '...	50 Cubic feet
Citronella Oil..	Cases, Drums or Tanks ...	50 Cubic feet
Cocoanut Oil...	Casks	14 Cwts. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 do. „
Ditto	Bundles or coils	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting...	Rolls	50 Cubic feet ; ¼ allowed off for the round
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces..	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Copprah	Bags each cup cut in 4 pieces	14 Cwts. Nett.
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. ,,
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. ,,
Fish Oil...	Casks	14 Cwts. Nett
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. ,,
Gingelly Seed	Bags	20 do. ,,
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. ,,
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. ,,
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow..	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. ,,
Lemon Grass Oil	Cases, Drums or Tanks ...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwt. Nett
Nux Vomica...	Robbins	14 do. ,,
Ditto	Bags	16 do. ,,
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks ...	50 Cubic feet
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. ,,
Plumbago	Bags or Barrels	20 do. ,,

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Poonac...	Bundles or bales	20 Cwts. Nett
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	.. ..	13 do. „
Sandalwood Roots... ...	Bags or Bundles	13 do. „
Ditto	Loose	13 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Do.	20 do. „
Ditto	Moorns	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes...	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags	20	.....
Do. in boxes...	20	.....
Apparel	.....	50
Bark, in bags	8	.....
Barrilla	20	.....
Bees' Wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal...	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in Bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes...	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....
Do. in robbins	14	.....
China root, in bags	11	.....
Do. in boxes	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal...	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre screwed bales ..	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-Goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts in shell	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Ground Nuts shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips ...	20	.....
Horns, Cow and Buffalo	20	.. ...
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales	.....	50
Lac Dye...	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	... ..
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial Gallons.	
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales...	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece Goods	.....	50
Skins	.....	50
Soap, country in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoiseshell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags...	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags...	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	20 ,,	20 ,,
Bones, crushed, in Bags	15 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffalo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in case	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oil, Cocoanut	11 cwt	.....
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds	16 cwt.	.....
Mustard Seed	16 ,,	.....
Khorassan	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1½ cwt.)	13 ,,	16 ,,
Do. do. (1¼ cwt.)	14 ,,	17 ,,
Do. double bags (1¼ cwt.)	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales...	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Planks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood...	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

CUSTOM OF THE PORT.

Customary discharge of Cargo from Steamers.

Resolution passed at the Annual General Meeting of the Chamber on 8th May 1893.

That the following alteration in the ruling of the Chamber as to what constitutes a customary day's work for steamers discharging at this port, be made, *viz.* :—

	Fair Season.	Monsoon Season.
For steamers discharging in the stream,		
4 hatches, per working day...	225 Tons.	200 Tons.
5 Do. do.	275 ,,	250 ,,
	Any time of the year.	
For steamers discharging at the Wharves,		
4 hatches, per working day... ...	350 Tons.	
5 Do. do.	400 ,,	

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Resolution passed at a General Meeting of the Chamber on 20th June 1895.

That difference of freight outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated, 4½ per cent. as customary in the case of sailing ships, and 2½ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows :—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

OF THE
ASIATIC

ANNUAL REPORT.

THE DEATH OF QUEEN VICTORIA.

Her Most Gracious Majesty Queen Victoria died at Osborne, on Tuesday the 22nd January 1901. This is not the place for an account of her death, or of the wonderful reign it closed, of the vast changes that reign had witnessed, or of the remarkable personality that informed it. But one of the most striking features of that reign has been the full recognition accorded to commercial and industrial prosperity as a prime factor in all policy ; and the decease of Queen Victoria is an event that claims from a Chamber of Commerce a notice altogether transcending the conventional expression of ordinary sorrow.

On the 23rd January, shortly after the publication of the news, your Committee addressed His Excellency the Governor, begging him to forward to the King-Emperor and to the Royal Family an expression of the profound sorrow and sympathy with which the members had heard of the death of Her Majesty, and also of their deep sense of the loss that they in common with all the civilized world had suffered through that melancholy event.

PLAGUE.

The cold-weather epidemic of plague, which has become an annual occurrence in Bombay, began somewhat later than in previous years, but attained an intensity probably unprecedented. The official returns at one time showed a daily mortality exceeding four hundred, that being just five times the normal for Bombay, but at no time was there such a panic and exodus as took place during the epidemic of 1896-97. There was consequently no such general disorganisation of trade as characterised

the earlier visitations. Indeed the people seem now to have accepted the disease as an unpleasant fixture to be ignored, and all efforts to induce them to adopt inoculation or other protective measures would appear now to have definitely failed.

FAMINE.

The effects produced on the volume of business by the failure of the monsoon rains in 1899 have been much more serious than have resulted from Plague. In some of the districts that usually draw all their supplies from Bombay the drought was virtually absolute. Over vast regions the crops failed completely. The cattle, upon the existence of which the recuperative power of the country depends, died in numbers, to which there is no parallel in existing records. Government made unprecedented efforts and sacrifices to save life ; but in spite of its elaborate measures there were many deaths both in the famine-stricken regions and in the crowded relief camps, which in many cases were visited by pestilence. The effects of the famine with which the century closed have been calamitous for Bombay trade. Imports and exports alike showed a great falling off, and the high range of prices induced dealers to postpone commitments to the last moment while debarring their impoverished customers from all but the most exiguous business. It seems probable that the smallness of the volume of piece-goods imports during the past year must have left the Indian market pretty bare, and it is hoped that, should the crops succeed, the revival of demand will on that account be felt with much greater directness and intensity than can appear when heavy reserve stocks are still in the country. But if on the one hand there are no substantial reserves of goods in the country the purchasing power of the people on the other hand has been equally depleted, and it must be a matter of some years before certain of the districts, denuded at once of population and of cattle, can take supplies on the scale at which they formerly figured in the trade of Bombay.

The monsoon in 1900 was on the whole satisfactory and augured over the greater part of India a good recovery from the

disasters of the previous year. But the Bombay Presidency again was subjected to shortage of rain-fall, and it was necessary to re-institute in some districts the measures of Famine Relief which had been relaxed.

With this general record of the conditions under which their duties have been discharged, your Committee have the honour to submit the usual annual report upon the matters dealt with during their term of office, as also an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1900.

The heavy mortality in cattle in the Bombay Presidency owing to the Famine which prevailed in the early part of the year, was brought to the notice of the Chamber and engaged the attention of the Committee. In view of the great importance of the matter not only to the mercantile community but for the prosperity of the Presidency, the Committee approached Government for the purpose of ascertaining what action it was proposed to take in order to enable agricultural operations to proceed without undue hindrance. They accordingly addressed the Chief Secretary to Government on 12th March 1900, desiring to be furnished with information as to the steps that were then in contemplation to assist ryots in the various agricultural districts. The Committee submitted that it was not sufficient for Government to direct attention to the saving of human life only. They considered that in the interest of this country it was necessary that funds be devoted for the purpose of saving the lives of the cattle and for importing cattle from other districts, and they suggested that every effort should be made to assure a supply of bullocks sufficient for the cultivators when the time arrived for sowing. By such means the Committee considered it possible to avert the danger of deficient crops and increased expenditure on the part of Government.

Replying under date 23rd March 1900 the Bombay Government informed the Chamber that full details of the measures which had been and were being taken for the preservation of

cattle would be found in the memoranda showing the progress of relief operations which were published every week in the *Bombay Government Gazette.*

The Committee were pleased to notice from the official statement referred to that the several Governments and Administrations in India had been requested to furnish the Bombay Government with information as to whether it was likely that plough cattle would be available in their respective provinces for purchase before commencement of next cultivating season, and, if so, whether any estimate could be formed of the probable surplus after the Home requirements were met ; and in again addressing Government on 29th March 1900, they expressed the hope that Government would be pleased to communicate the above information to the Chamber when the particulars referred to came to hand. The Committee, however, observed that the amount (Rs. 3,000) allotted by Government for supply of oil-cake to supplement the grass rations of the cattle seemed barely sufficient to keep alive numbers of cattle in the various districts of the Presidency, and they suggested that a larger sum of money should be sanctioned by Government for this purpose. They also pointed out that it would be an advantage to have more cattle in the agricultural farms.

Later on, the Chamber received unofficially a copy of a letter addressed by the Government of India to the Secretary of State, dated Simla, 14th June 1900, in regard to the measures which had been taken to enable Local Governments to make loans on easy terms to agriculturists in distressed tracts for the purpose of purchasing seed and cattle and for their own subsistence during the agricultural season. It was stated that in the Budget arrangements for the year 1900 the Government of India had previously allotted Rs. 50,38,000 to the distressed provinces. The authorities recognised that the provision might prove insufficient, but the extent of the insufficiency could not be determined until the requirements of the agriculturists had been more fully ascertained and until it was known what sum would be at the disposal of the Central Committee of the

Indian Famine Relief Fund for grants to the poorest cultivators. The Government of India had been in correspondence with the Local Governments on the subject, and had ascertained from them that their requirements for the agricultural season would be met by the addition of 72½ lakhs of rupees to the allotments for agricultural advances already made. It was accordingly decided to increase the grants to an aggregate total of Rs. 1,22,88,000, and to authorise the Local Governments to hereafter grant liberal remissions of the sums advanced in cases of necessity, to forego interest in all cases, and to postpone the recovery for at least one year of any portion of the principal. The requirements of Berar have been provided for by a separate arrangement and will be chargeable to the revenues of the Assigned Districts. The Central Committee of the Indian Famine Fund have made to the above mentioned Provinces grants aggregating Rs. 50,45,000. This is in addition to the provincial charitable relief funds already at the disposal of these Governments, which amount to about Rs. 6,45,000. The greater portion of this money will be distributed by the affiliated District Committees as gifts to the poorest classes of cultivators. The procedure to be followed would be that the recipients of gifts be selected in each village on behalf of the District Charitable Committee by the revenue officers who should ascertain the loan requirements of the villagers. The Revenue officer, it was stated, would in the course of his inquiries mark off the poorest cultivators and recommend them for free gifts. The more substantial cultivators would receive loans from the State, and these in turn would be differentiated in respect of the recovery of the principal with reference to their circumstances.—(*Appendix* **B.**)

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

The representations made, from time to time, by this Chamber and other bodies in the matter of a reduction in the rates for telegrams between India and Europe have, the Committee

are glad to say, opened the prospect of a substantial lowering of the tariff. In the House of Commons on 23rd May 1900 the Financial Secretary to the Treasury, in reply to a question, said that the result of the negotiations between the Indian Government and the Indo-European Telegraph Company for the reduction of rate to half-a-crown per word had been practically arranged. No intimation, however, was given as to when the reduced charge would come into force, and as members of the Chamber were anxious to know when the reduced tariff would come into operation, the Committee addressed the Director-General of Telegraphs asking for information on the subject. The reply received, under date 11th October 1900, was to the effect that nothing definite was known in India on the subject, and that the matter was believed still to be under the consideration of the Home Government. In November, however, representations were made at home to H. M.'s Secretary of State for India, who drew up a memorandum giving a succinct and intelligible account of the obstacles to be overcome before the rates between India and Europe could be cheapened. This Memorandum (dated 7th Nov. 1900) is of great importance to the commercial public and particularly to members of the Chamber as recording the various factors to be dealt with in any future effort to solve the present difficult situation. It is therefore printed below *in extenso* :—

(1.) The existing International Telegraph Convention is the one agreed upon by the representatives of the States assembled at the St. Petersburg Conference in 1875. It was revised at Budapest in 1896, and remains in force for an indefinite period, but any State can renounce its adhesion on giving one year's notice. Those States which adhere to it are bound not to alter their tariffs without the consent of the administrations interested—that is to say, those over whose lines or through whose territory the messages in question pass. (2.) At the present time all the European and nearly all the extra-European States are parties to it, and most of the British and foreign State colonies. Many of the private telegraph companies have also adhered and are bound by the rules and regulations of the Convention, but they have no vote although allowed to send representatives to the conferences. (3.) If India were to withdraw from the International

Telegraph Convention, the tariff might be reduced independently of the consent of the other administrations interested. But in that case the Indian and the Indo-European Telegraph Departments would find themselves completely isolated and cut off from all official communication with all the other telegraph administrations, and the other administrations would be free to raise their rates against Indian correspondence, as India formerly did, for up to about 1890 the Indian terminal rate was higher for the correspondence exchanged with non-adhering States than it was with others. If many States were to withdraw and make their own regulations and arrange their own tariffs independently, the confusion would be endless. The International Convention aims at avoiding such confusion and at opening as many routes as possible to the public at equal charges. It may be compared to the Postal Union, which has the same object in view, viz., the increase of the facilities for international correspondence. (4.) This is the first restriction upon the freedom of action of the parties concerned. Apart from this the Eastern Telegraph and the Indo-European Telegraph Companies and the Indo-European Telegraph Department entered into a joint purse arrangement in 1878. By a common purse is meant a purse into which two or more administrations working between or partly between the same places agree to put all their net receipts for the purpose of division. (5.) Article V. of the agreement provides that no alterations of tariff for messages originating in or destined for India shall be made without mutual consent. (6.) This Joint Purse Agreement remains in force so long as the Indo-European Company's concessions from Persia, Russia, and Germany are in existence. The Persian and Russian concessions have been extended to 1925. The company have applied to Germany for a renewal of its concession. (7.) Whilst these concessions are in existence the agreement can only be terminated by mutual consent. (8.) Attempts have been made at various times to effect a reduction in the tariff between Europe and India. At the International Telegraph Conference held in 1886 the telegraph rate between Europe and India was reduced from 4s. 6d. to 4s. per word. At the conference held in 1896 the Eastern Telegraph Company and the Indo-European Telegraph Company—the two companies which have control of the two main telegraph routes to India, viz., the Malta-Suez-Aden route and the line through Germany, Russia, and Persia—refused to agree to a further reduction. Consequently the rate remains at 4s. per word. (9.) In 1899 the Government of India pressed for an immediate and substantial reduction of the rate. They drew attention to the fact that the rate between Australia and Europe was only 4s. 9d. per word, that in 1897 the rates between other countries in the Far East and Europe

were considerably reduced, and that while the actual charge for the transmission of a trans-Indian message from Europe to Madras is 3·85f. per word, the rate for Indian messages still remains at 5f. (4s.).
(10.) The Eastern Telegraph Company agreed to an immediate reduction of the rate to 2s. 6d. a word and the representatives of the Indo-European Telegraph Company also expressed their willingness to accept such reduction; but under the terms of that company's concessions from Russia and Germany it is obliged to obtain the consent of these Governments before any alteration in the rates can be finally agreed on. The reason of this is that the through rate to India *via* the Indo-European route is made up of the transit and terminal rates of the various countries through whose territories the line passes, and these rates have been fixed at the various international telegraph conferences and inscribed in the International Convention. The Indo-European Company frames these rates in Great Britain, Germany, Russia, and Persia, *i.e.*, it collects the full rate and only pays to these countries either a fixed sum per word by way of royalty, or an annual sum as rent of the line. In the event of any reduction in the through rate being made, it becomes necessary to reduce all these transit rates, and this alteration can only be done in accordance with the rules of the International Telegraph Convention, under which it is necessary to obtain the consent of all the administrations interested. Until such consent is obtained no single one of the administrations can make any alteration in its "conventional" rates. Further, it is necessary for the Indo-European Company to obtain the consent of the concessionary Governments to accept a proportionately smaller sum as royalty or annual rent, otherwise the company would not be able to bear the serious loss of revenue which a reduction of the tariff would involve.
(11.) The joint purse agreement mentioned above is purely a mutual insurance arrangement entered into between these two companies and the Indo-European Telegraph Department of the Government of India, under which all the net receipts of each partner are paid into a common fund and drawn out again at certain fixed proportions during normal working and reduced proportions during prolonged interruptions.
(12.) If the Indo-European Telegraph Department did not belong to the joint purse, it could not reduce its tariffs without the consent of the other administrations interested, and in face of this regulation the administrations could hardly agree to a modification which would create a competitive rate and would be strongly opposed by the companies.
(13.) The consent of Russia and Germany to the proposed reduction is awaited. The German Telegraph Administration has stated that subject to certain reservations it is not opposed to a reduction, and the Indo-European Telegraph Company is still in communication with it

on the subject. Communications are also in progress with the Russian Telegraph Administration, but until both these Administrations agree, it will not be possible to introduce the reduced rate.—(*Appendix C.*)

INDIAN ARBITRATION ACT, 1899.

At a meeting of the Council of the Governor-General for making laws and regulations, held on the 3rd March 1899, the Hon'ble Mr. G. Toynbee suggested that such facilities for arbitrations as are given by the Indian Arbitration Act, 1899, to the Presidency Towns and selected areas should be extended generally throughout India. The Hon'ble Mr. Chalmers, then Law Member, pointed out that the provisions of the Act in question had been drawn, like those of the English Statute (52 and 53 Vict., Chap. 49) which it followed, with reference to mercantile arbitrations, and that before any similar law could be enacted for the mofussil, it would be necessary to consider the practice and procedure of panchâyats (the indigenous arbitration courts) in different parts of the country. The Hon'ble Mr. Toynbee reiterated his suggestion in the course of the discussion in Council, on 28th March 1900, of the Financial Statement for 1900-1901. In its circular letter to local Governments, No. 1051, dated Simla, 16th July 1900, the Government of India pointed out that the Indian Arbitration Act applies *proprio vigore* only to the Presidency Towns and Rangoon. It supersedes in the areas in which it is in force, or to which it may be extended, the provisions of Sections 523-526 of the Code of Civil Procedure. Its provisions, the circular added, seemed to be quite unsuited to the circumstances of rural tracts, and that should the enactment of a measure such as that advocated by Mr. Toynbee be found to be desirable in the interests of the people in the mofussil, it was necessary, in the opinion of the Government of India, to undertake distinct and separate legislation.

The papers were in due course (31st August 1900) referred to the Chamber by the Bombay Government for an expression of opinion, and the matter was carefully considered by the

Committee with the assistance of one of the legal members of the Chamber. In addressing Government on 26th September 1900, the Committee stated that while they were generally in favour of the proposal made by the Hon'ble Mr. Toynbee, they were of opinion that legislation, if undertaken in the direction suggested, should be confined to large trading centres and be made applicable only to towns such as Ahmedabad, Delhi, Poona, Nagpore, &c., where possibly the provisions of the Act might prove advantageous to trading communities. In small rural districts, where panchâyats have prevailed for years, the facilities recommended by the Hon'ble member would not, the Committee added, be advisable or readily availed of, and they therefore suggested that Government should limit the operation of the Act to localities (outside Presidency Towns) such as those mentioned above.—(*Appendix* **D.**)

INDIAN EXPLOSIVES ACT, 1884.

In the rules to regulate the transport and importation of explosives, published by the Government of India, under the provisions of the above Act, in its Notification No. 1393, dated 8th July 1897, it was laid down in Rule 6—XI that any Railway Administration which accepts dynamite for transport may demand a fresh certificate for dynamite presented for conveyance between 1st April and 15th October. At a later date, the Chief Inspector of Explosives advised the Government of India that as Nitro-glycerine compounds were more dangerous, owing to their susceptibility to decomposition, during the hot weather months, the portion of the rule quoted above should not be allowed to continue in its then permissive form, and that it should be amplified so as to include other and more powerful nitro-glycerine compounds. He accordingly suggested that the latter part of the rule be amended as follows: "But any Railway Administration which accepts dynamite and other nitro-glycerine compounds for transport shall demand a fresh certificate for these explosives if presented for conveyance between 1st April and 15th October."

On 13th August 1900, the Bombay Government addressed the Chamber soliciting its views on the above proposal, and the Committee having consulted members of the Chamber directly interested in the matter, replied that the suggested amendment met with their approval.—(*Appendix* **E.**)

ACETYLENE.

Under Notification of the Government of India No. 1747, dated 11th August 1899, Acetylene when liquid and when subject to a pressure greater than $1\frac{3}{5}$ atmospheres had been declared to be an Explosive under the above Act, while an exception was made in favour of acetylene mixed with oil gas under stated conditions.

On the 31st August 1900 the Government of India issued a further Notification No. 2289 prohibiting absolutely the manufacture, possession or importation of such acetylene as was declared under the Notification of 11th August 1899 to be an Explosive.

On the 7th December 1900 a further Notification No. 3291 was issued by the Government of India declaring that acetylene when in admixture with air or oxygen shall be deemed an explosive and prohibiting, with certain specified reservations, the manufacture, possession or importation of such acetylene.—(*Appendix* **F.**)

PETROLEUM ACT, 1899.

The Chamber has been favoured during the year with a copy of a Notification, dated 4th July 1900, issued by Government under the above Act, and which made a certain addition to Part III of the first schedule thereto prescribing the test to be applied to viscous fluids or preparations, such as solutions of India-rubber in mineral naptha, or thick paint made with that material.

The papers were in due course circulated to members of the Chamber interested in the Petroleum trade, but as they called for no comment the Committee took no further action.—(*Appendix* **G.**)

FORGED TRANSFERS ACT.

It will be remembered that in October 1899, the Chamber approached Government calling attention to the case heard in the Bombay High Court in September 1898 for the recovery of property consisting of shares, Government Paper, Promissory Notes, &c., transferred to the defendants under forged signatures. The Chamber commented upon the inadequate protection afforded to the public by the relevant law in force in India, and expressed a hope that the Imperial Government would be able to pass an enactment somewhat on the lines of the Forged Transfers Act of 1891-92 in force in the United Kingdom.

The Committee regret to say that their representation did not receive the favourable consideration they hoped for, and in replying to the Chamber under date 9th February 1900, the Secretary to Government, Judicial Department, Bombay, stated that H. E. the Governor in Council, after consulting the Hon'ble the Chief Justice and Judges of the High Court, was not satisfied that the suggested legislation was desirable.

BILL TO PROVIDE FOR THE REGULATION AND INSPECTION OF MINES IN INDIA.

The Chamber was again favoured during the year with a copy of the above Bill, as further amended by the Government of India, together with the report of the Select Committee to which it had been referred for consideration in March 1900.

In acknowledging the communication from the Bombay Government—dated 26th March 1900—which accompanied the draft measure, the Committee, while conveying their thanks for the opportunity which had been afforded them of submitting their views in the matter, informed Government on 5th April 1900, that they had not the necessary expert knowledge at hand to enable them to pronounce upon legislation of the character contemplated by the Imperial Legislature.—(*Appendix* **H**)

FURTHER AMENDMENT OF THE INDIAN PORTS ACT, 1889.

Since the passing of the Indian Quarantine Act, 1870, the experience set forth at International Sanitary Conferences in regard to the spread of disease by sea-going vessels tends to show that the principle embodied in that Act is often ineffectual, and may, in certain circumstances, be harmful. The Government of India accordingly decided (on 16th October 1900), in consultation with Her Majesty's Secretary of State, to follow the example of the United Kingdom in abolishing quarantine and to amend the law so far as is necessary to take the authority required for substituting for the provisions at present in force a uniform body of regulations consistent with the terms of the Venice Convention and with the rules prescribed in Great Britain under the Public Health Acts, 1875 and 1896. The purpose of the Bill under reference was to give effect to this decision by repealing the Indian Quarantine Act, 1870, and by extending the powers conferred by section 6 of the Indian Ports Act, 1889.

By the courtesy of the Bombay Government the Chamber was favoured, on 6th November 1900, with a copy of the Bill for any opinion it might wish to offer thereon, but an examination of its provisions both by the Committee and the Shipping members who were consulted on the subject, showed that the proposed amendment called for no criticism, and Government was accordingly informed that the Bill met with the entire approval of the Chamber.—(*Appendix* I.)

IMPORT DUTY ON MACHINERY.

The Committee have on two or three occasions been approached during the year concerning the collection of import duty on machinery and component parts thereof. The matter had their careful attention and an attempt was made to collect specific instances of remediable hardship. The result of the enquiry went to show that while individual cases of hardship occasionally

occurred, no practical system had been indicated by which they could be obviated without risk of abuse, and the Committee, therefore, did not believe any useful purpose would be served by approaching Government on the subject.

THE POST OFFICE.

ANNUAL REPORT.

The business of the Indian Post Office continues to expand rapidly, and a number of important administrative changes have recently been introduced tending to increase establishments, raising the pay of existing appointments, bettering the pay of the lower paid servants of the Department and improving the delivery arrangements in many of the larger towns. The continuous delivery scheme in Bombay was still further extended, and the delivery arrangements at other places were thoroughly revised, a material increase in the staff of postmen being made in each case in order to provide larger facilities for the public. Towards the end of the year orders were issued for the acceptance of sovereigns and half-sovereigns at all post offices when tendered by the public, and shortly afterwards it was made the rule, under the orders of Government, that all money orders of the value of Rs. 15 and upwards received for payment at the three Presidency towns and at Rangoon should be paid in gold.

CONVEYANCE OF PARCELS.

A member of the Chamber, under date 29th October 1900, called attention to the Postal Notification, dated Simla, 4th September 1900, with reference to parcels forwarded in India, and pointed out that the restrictions imposed tended to interfere with the transmission of mercantile parcels through the medium of the Post Office. The Notification in question stated that no parcel (other than those containing plague cultures for the posting of which special provision is made in the Indian Postal Guide) would be accepted for transmission by post when tendered at a post office within a plague infected area, unless it bears

upon its cover, or upon a label to be attached to the parcel, a declaration, signed by the sender to the following effect: 'This parcel does not contain any soiled linen, rags or waste paper.'

Enquiries instituted by the Secretary showed that the said Postal Notice was issued in pursuance of Government of India Notification No. 4230, dated 20th August 1900, and was designed to take out of the hands of postal window clerks, who had hitherto exercised it, discretionary power as to the acceptance or rejection of a parcel believed to contain susceptible articles. The Committee were of opinion that such a change was advisable, and they therefore declined to move further in the matter.—(*Appendix* J.)

BANKERS' BOOKS EVIDENCE ACT, 1891.

At the meeting of the Imperial Legislative Council, held at Simla on 24th August 1900, the Hon'ble Mr. Raleigh moved that the Bill to amend the Law of Evidence with respect to Bankers' Books be taken into consideration. The object of the principal Act is to enable bankers to prove entries in their books in Courts of Justice by means of certified copies. It was discovered in a case tried at Calcutta that the definition of 'company' was so narrow as to exclude certain banking companies carrying on business in India, and the object of the Bill was to widen the definition accordingly. The Bengal Chamber of Commerce addressed the Government of India in regard to the case of agents of foreign banks, but it was considered in Council that the agent of a foreign bank could obtain the benefit of the principal Act by a notification issued by the Local Government under Section 3. There can be no doubt, said Mr. Raleigh, that the Bill, which was in the form suggested by the Hon'ble and learned Advocate General, effected an improvement in the law, and he accordingly asked the Council to take the measure into consideration. The motion was put and agreed to.—(*Appendix* K.)

BILL TO PROVIDE FOR THE REGULATION OF THE IMPORTATION, POSSESSION AND SALE OF WHITE ARSENIC AND OTHER POISONS.

Under date 18th April 1900, the Chamber received from the Bombay Government a copy of the above Bill with a request for opinion upon the two new suggestions mentioned in the letter from the Government of India, which accompanied the papers, and on the Bill generally. The suggestions in question were : (1) that power should be given under clause 3 of the draft Bill to make a rule providing that powdered white arsenic (except in special cases) should only be sold mixed with soot, indigo or Prussian blue in the proportion of half-an-ounce to the pound ; and (2) that an additional clause 3 (2) (f) should be inserted as follows : "The quantity of white arsenic which may be sold to any person by a retail vendor."

Seeing nothing to object to either in the suggestions quoted above or in the terms of the draft Bill, the Committee, on 26th April 1900, intimated that the proposals of Government had the approval of the Chamber.—(*Appendix* **L.**)

RAILWAY EXTENSION.

SOUTHERN MAHRATTA RAILWAY.

In the early part of the year the attention of the Committee was called to a proposal which they understood was then before the Government of India to transfer the control of the above system from the Bombay Railway Department to the Madras authorities. The Committee, being of the opinion that such transfer, if sanctioned, would act prejudicially upon the interests of the commercial community of Bombay, placed themselves in communication with Government, with a view to procuring maintenance of the arrangement then existing. They accordingly addressed the Secretary to Government, Railway Departments, Bombay, under date of 22nd February 1900, pointing out that this railway, since its commencement in 1881,

had been controlled by a Government official attached to the Railway Branch of the Public Works Department in Bombay. This arrangement had been found most convenient for merchants using the line, and as the official in question was always open to be consulted on trade matters connected with the line, traders naturally preferred to confer with him personally instead of having to write letters to a distant place and so involve delay. The Committee further pointed out that officers of the Southern Mahratta Railway frequently visited Bombay for the purpose of interviewing merchants in the same connection, and submitted figures showing that Bombay both in imports and exports was responsible for the largest portion of the traffic carried over this line. As the line in question was directly connected with the G. I. P. system and the traffic carried by the S. M. Railway had to pass over it, the Committee considered that the two lines should be controlled from the same centre. If, however, as they pointed out, it was found that the work pressed heavily on the administrative staff in Bombay, it was suggested that the establishment should be strengthened by the appointment of a deputy officer, seeing that a similar course would probably have to be followed if the management of the line were transferred to Madras.

In acknowledging this communication under date 28th February 1900, the Government of Bombay intimated that they had already requested the Government of India to continue the present system of control ; and in a further letter dated 23rd March, 1900, the Chamber was informed that the Imperial authorities had decided that the administrative control of the railway in question should continue as at present under the Railway Department of Bombay—a decision which the Chamber recognised as being most satisfactory to all the interests involved.

PORT TRUST RAILWAY.

In accepting the report of the Railway Commission held in Bombay in the cold weather of 1899, to consider the proposed Bombay Port Trust Railway scheme—upon which the Chamber

reported at great length on 13th January 1899—and in forwarding it to Her Majesty's Secretary of State for India, the Government of India recommended that the proposed railway from Sion on the Great Indian Peninsula Railway, down the east side of the island to the head of the Ballard Pier, including the connection with the Bombay, Baroda and Central India Railway from Matunga to Mahim, should be constructed and worked by the Great Indian Peninsula Railway from funds raised by debentures on terms to be arranged. These recommendations his Lordship accepted on the understanding that suitable arrangements would be made to provide traffic facilities for the Bombay, Baroda and Central India Railway. In communicating the above decision to the Government of Bombay, the Secretary to the Government of India, Public Works Department, in his letter No. 85 R.P., dated 11th May 1900, requested that the Great Indian Peninsula Railway might be called upon to formulate a scheme in consultation with the Bombay, Baroda and Central India Railway and the Port Trust authorities for the sanction of the Government of India.

BENGAL-NAGPORE RAILWAY.

In view of the undoubted interest Bombay has in the mail train service to and from Howrah *via* Nagpore, and in anticipation of the opening of through communication with Calcutta by way of the railway referred to, the Chamber was consulted at the end of August 1900 both by the Postmaster General, Bombay, and the Traffic Manager, Bengal and Nagpore Railway, Limited, as to the proposal to accelerate the mail service *via* Nagpore from 48 hours to 44¾, and as regards the departure and arrival of this special service from both Calcutta and Bombay. The hour of departure suggested was 12-15 and the time of arrival 9 o'clock, Madras time being observed in each case. As these timings represented an acceleration of 3¼ hours and appeared suitable in every way, the Committee concurred in the proposed arrangements, and so informed the authorities who had consulted them.

RAILWAY COMMISSION.

Owing to representations made by the Karachi Chamber of Commerce in regard to the Hyderabad-Shadipalli Line, the Government of India appointed a Commission on 8th November 1900 to assemble at Karachi, and take evidence there regarding the various points at issue. The Government of Bombay in due course informed the Committee of this decision, and enquired whether the Bombay Chamber desired to nominate any witnesses to give evidence before the Commission in question. As the questions involved had no direct bearing on the interests of Bombay, the Committee on 15th November 1900 informed the Secretary to Government in the Public Works Department, Railway Branch, that they did not propose to nominate any representative to appear before the Commission in question.

The report of the Commission since published in Calcutta, states that the conflicting local interests are for the present narrowed to the consideration of the importance and natural direction of the flow of trade of the Nara Valley which is not very large at present, but is likely to increase with the opening of irrigation works of the Jhamrao and other canals, aided by the colonisation scheme. The evidence regarding the direction which this traffic is likely to take is conflicting, but the Commissioners think that in normal years the larger proportion will be westward to the port, and that if there were only this local traffic to be considered, Karachi merchants would be quite justified in endeavouring to carry it to their port without any break of bulk. But the through traffic which is certain to develop by the advent of the metre gauge and which that system claims to carry in its own wagons as far as possible both towards and from the seaport (with the hope, no doubt, of ultimately carrying it all the way); appears to the members of the Commission to be still more important, and inasmuch as they regard the ability of that system to so carry that traffic as a determining factor in influencing the flow of trade from North-West India and Rajputana and as likely to pave the way for the ultimate advance of the metre-gauge system when the necessity arises, the Com-

mission is of opinion that the memorialists of Karachi have failed to show that the proposed conversion would be detrimental to the interests of the public generally or even to the real interests of the Karachi merchants ; and they, therefore, recommend that the metre-gauge terminus be removed from Shadipalli to Hyderabad. The Commission records its opinion that, looking to the established metre-gauge systems in this country, the evils of a break of gauge can only be finally eliminated by the admission of that system to the sea-ports when traffic justifies it. The Commission further state that while wholesale renewals would be required on the Hyderabad-Shadipalli line, if it were to remain broad gauge, they are of opinion that the present permanent way with partial renewals is quite equal to carrying the metre-gauge rolling stock so that the actual expenditure would be less on conversion, the equipment of the stations and staff-quarters being the same in either case.

NAGDA-BARA-MUTRA RAILWAY.

From information which came to the knowledge of the Committee in August 1900, it appeared that the Indian Midland Railway authorities had approached the Government of India with a view to getting sanction to their constructing a line of railway from Bara towards Marwar junction or Ajmer, the intention being to connect Karachi with Calcutta, and thus establish through communication between the two ports. The Committee had no objection to a direct line from Karachi to Calcutta, which must sooner or later be accomplished ; at the same time they felt that the interests of Bombay should not be overlooked in the matter of the Nagda-Bara-Mutra Line, the utility of which they had from time to time brought to the notice of Government. In addressing the Bombay Government, therefore, on 22nd August 1900, the Committee pointed out that the country from Nagda to Mutra, in the alignment of the proposed Nagda-Bara-Mutra Line, was a very fertile one, and that the immediate effect of a railway connecting Bara with Marwar, as soon as through communication with Karachi was established, would be to direct all the traffic from the Chumbal Valley, which is at present prac-

tically within the sphere and influence of the Bombay Presidency, to Karachi; and this, the Committee submitted, would be seriously detrimental to the trading interests of the Bombay community. In previous representations the Chamber had given its unqualified support to the railway in question, and the Committee submitted that, subject to Government being still disinclined to recommend the entire construction of the line, steps should at least be taken to connect the section between Nagda and Bara at the earliest possible date. The B. B. & C. I. Railway authorities were prepared at the shortest notice to construct this portion of the line and work it as part of the Rajputana-Malwa system; and although it was important to have a shorter route than that which at present exists connecting the Punjaub with Bombay, the Chamber considered that the first step in this direction would be accomplished by the construction of the section mentioned, and the extension subsequently of the system from Bara to Mutra as soon as the finances of the country permitted of it.

The Chamber's communication was in due course transmitted to the Government of India, and on 7th of November 1900 the Chamber was informed by the local authorities that it had been decided that the proposed Nagda-Bara Railway should be constructed out of State funds, but that no place could be found for it in the programme of railway construction for some time to come. The letter added that the Government of India promised a further communication in regard to the Bara-Ajmer-Marwar Railway. The Committee have always jealously avoided addressing Government unnecessarily, and believed themselves, therefore, entitled to expect that any practical project on which they had for many years laid such constant insistance as they have thought proper to show in a matter of the Nagda-Bara-Mutra Railway would not be indefinately set aside without the existence and the indication of insuperable obstacles to its execution. The surprise and regret with which the members of the Chamber had received the information communicated by Government, constrained the Com-

mittee to further approach the authorities on a matter of such vital importance to the trading interests of Bombay. In further addressing them, therefore, on 22nd November 1900, the Committee pointed out these facts. They further reminded Government that some six years had passed since the correctness of the view of the Chamber had been formally recognised by Government, and hopes had been entertained that after such recognition steps would be taken to carry out a scheme whose urgent practical utility had been admitted and declared. The proposal of Government at this stage to still further postpone an important measure of practical development to the entirely problematical financial opportunity or convenience of the policy of Government construction was to be specially deplored, in view of the fact that, but for this attitude of Government, the railway in question would be undertaken at once by that description of private enterprise which the commercial community had, at the end of 1898, been led to hope would in future be allowed to exercise more fully its natural function of supplementing the State's endeavours for the development of the country. The Committee accordingly submitted that this readiness of private enterprise to undertake the project removed any doubt as to the need for it, and in their opinion reflected adversely on the position of Government when refusing to allow the natural and spontaneous growth of commerce and its communications. They therefore strongly urged that if circumstances at the moment precluded the construction of the railway by the State, sanction should be given for its construction by means of the private enterprise at present ready to undertake it.

Up to the time of compiling this report no definite answer had been received from Government beyond an intimation that the Chamber's letter had been forwarded to the Government of India ; but the Committee trust that the importance of the undertaking is not being lost sight of and that the authorities may see their way at an early date to give effect to the Chamber's recommendations.

Since writing the above, the Chamber has been favoured with a copy of a further communication from the Government of India, dated 15th January 1901, in which it is stated that Government recognise the importance of the line under reference and that, subject to the consent of the Secretary of State, they propose to undertake its construction as funds can be made available without prejudice to the demands for certain other lines which, for obvious reasons, must have precedence. With reference to the suggestion of the Chamber that the line should be handed over to private enterprise, it was added that the only offer which had been made was that presented by the Board of the B. B. and C. I. Railway in 1895, to form a subsidiary Company to construct the line on rebate terms. This offer, the Chamber was informed, had since been withdrawn, and the Government of India did not regard it as probable that any Company or Syndicate would be found willing to undertake the construction of the Nagda-Bara Railway on such terms as, in the case of a line which would form a main artery of traffic between the trade centres of Upper India and Bombay competing with two other State systems serving to a great extent the same needs, it would be consistent with the public interest to concede. Moreover, if any guarantee was required, the work must await a place in the programme just as if the State built it, and its execution as a guaranteed private enterprise would not be at all hastened. —(*Appendix* **M.**)

LASCAR SEAMEN.

The question of the minimum allowance of space prescribed for lascar seamen again came before the Chamber on 23rd January 1900. In 1894, it will be remembered, the question of the sufficiency of the accommodation provided for lascars was again raised by the Board of Trade, and the Government of India decided to insert in the Indian Merchants' Shipping Bill, which was then before the Legislature, a clause raising the minimum space allowance to that required by the English law, the proposal to legislate as regards the size of boxes being at the

same time dropped. On this occasion Local Governments were not again consulted, as in dealing with the whole Bill which had been sent to them for consideration by the Government of India they had already expressed opinions in favour of increasing the accommodation. The commercial public were, however, informed of the decision, and when the Bill was discussed in Council in 1895, it was found that the proposal was strongly opposed. In view of this fact and of the importance of the interests involved, it was considered better to refrain from proposing so material an amendment of the existing law in a Bill that was mainly one of consolidation. The opposition found expression, not only in representations from the Chambers of Commerce and the Shipping Companies, but also in memorials submitted by the lascars themselves. The chief point urged in these representations was the danger that if the minimum space allowance were raised, the Steam Ships Companies would find it to their advantage to employ British seamen only, thus throwing large numbers of native crews practically out of employment. In the renewed enquiry which the Government of India desired to make, Local Governments were requested to ascertain, for example, whether the space allotted to lascars by the principal Steamer Companies is restricted to the limits prescribed by the Indian law, or whether in the vessels of each Company the space exceeds those limits, and if so, what is the average excess. The Government of India intimated that the number of the crew constantly occupying the space allotted was an important consideration and they desired to ascertain whether as a fact a portion of the crew, and, if so, what proportion, may be regarded as always absent from the crews' space, being on duty, or sleeping on deck. Further that the medical practitioners and sanitary officers who may be consulted should be requested to state as precisely as possible the positive evidence, if any, which might have led them to consider the present accommodation sufficient. The possibility of the substitution of British for native seamen in the event

of the general enforcement of the English Law should also, the Government of India desired, be considered, and the present practice of the various companies as regards the class of seamen employed by them should be stated.

On receipt of the papers from the Bombay Government, under date 23rd January 1900, the matter received the very careful consideration of the Committee, and they were helped in their deliberations by the Shipping Members of the Chamber to whom they take this opportunity of expressing their acknowledgments for the valuable aid which they rendered the Chamber in addressing Government on so important a question. Replying on 28th February 1900 the Committee in a lengthy letter informed the Government of Bombay that the matter on which they had desired to have the further views of the Chamber had in no way altered since the Committee addressed Government on 25th January 1895, except that the last five years had confirmed all the arguments then put forward in favour of maintaining the space at present provided. The Committee did not see why there should be any conflict between the British and Indian law regarding the space allotted to seamen. If the Board of Trade would add a Sub-Section to Section 210 of the British Merchant Shipping Act of 1894, stating the minimum space to be allotted to each Lascar Seaman, and accept for such space the measurements provided for in the Indian Merchant Seaman's Act XIII. of 1876, *viz.*, 6 superficial feet and 36 cubic feet, any existing conflict between British and Indian Law would, the Committee considered, be done away with as long experience showed that the above space was amply sufficient. The idea suggested in the paper received from the Government of India, appeared to be that if certain Shipowners were in the habit of giving more space to the Lascars than the minimum prescribed by law, there would be no hardship in increasing the legal minimum up to what is now given without compulsion. On this point the Committee could not agree with Government. The legal limit in this case should, they considered, be the minimum necessary for health and reasonable

comfort, and they pointed out that the experience of the years 1876 to 1899 showed that the six superficial feet and thirty-six cubic feet limit ensured health and comfort. The Committee regarded as very essential the provision that the medical practitioners and sanitary officers who are consulted should be requested to state as precisely as possible the positive evidence, if any, which may have led them to consider the present accommodation insufficient. They held it to be most important that the condition as to "positive evidence" should be insisted on, as there did not appear to be any evidence, so far as the Chamber was aware, to prove that the present accommodation was insufficient, and nothing short of such proof should be allowed to alter the present law. From enquiries instituted by the Committee, it appeared that Lascar crews were perfectly contented with the present space, and it must be obvious to any one acquainted with the conditions under which lascars live on boardship that the accommodation was infinitely superior to anything they are accustomed to in their own homes on shore, while on boardship they have the additional advantage of pure air, pure water and good food. For the reasons above enumerated, the Committee respectfully protested against any alteration being made in the Indian law in respect of the accommodation hitherto provided for native seamen, and expressed the hope that H. E. the Governor in Council would see his way to support the Chamber's views in this matter.—(*Appendix* **N**.)

GENERAL AVERAGE DEPOSITS.

On 23rd November 1899, the Bombay Underwriters' Association addressed the Chamber on the subject of the settlement of claims under General Averages. The practice in Bombay, it was pointed out, had hitherto been for deposits received from consignees in Bombay, to be remitted by the local Agents to the owners of vessels in Europe. In one case a deposit of 8 per cent. in sterling on the value of the cargo was claimed from the consignees by the Agents representing the owners of

the vessel at Bombay and Karachi respectively, in order to meet General Average contributions. The deposits so received from the consignees in Bombay were remitted by the agents in question to the owners in London at the rate of exchange of the day, whereas the deposits recovered from the consignees at Karachi were placed in the hands of trustees at that place. The average statement was prepared in London, and it showed that the deposits of the consignees exceeded the amount of the liability toward General Average ; it also showed the excess sums recovered by the Bombay Agents from the consignees over and above the sums ultimately found to be payable by the consignees. As regards the Karachi deposits the surplus of the sums lodged in the names of the Trustees was returned to the consignees. The Bombay deposits, however, having been remitted in sterling to London appeared in the Average Statement in sterling at the rate of exchange ruling on the date when the deposits were remitted. The result of this difference in treatment of the two sets of consignees was that the consignees at Bombay suffered an exchange loss of 2 per cent. on the deposit as compared with the consignees at Karachi in consequence of the differences in exchange between the dates of the remittance of the contributions to London and the rate ruling at the time the surplus contributions were remitted back to Bombay. The Underwriters' Association, in view of the advantages of securing some uniformity in the settlement of claims under General Averages, considered that it would be of the greatest advantage to consignees of cargo if a rule were adopted to the effect that in all cases of General Average Deposits, the deposits called for should be vested in the names of two Trustees who would, on adjustment of the claim, pay what might be found due at the rate of exchange ruling when the General Average Statement was received, and return the balance to the Depositors. The chief reason for some such arrangement being necessary was, the Association pointed out, that shipowners to protect themselves always demanded a deposit in excess of any probable liability, and as the liability in connection with the cargo is not deter-

mined until the average is adjusted, it was not, the Association considered, right that the shipowners should have the control of the money during the time that the General Average Statement was being prepared.

The matter being one of general importance, the Committee thought it best to consult the members generally and ascertain their views as to the desirability of such an arrangement as that proposed by the Bombay Underwriters' Association. The papers were accordingly circulated and the minutes recorded showed that members were generally in favour of the suggestions submitted by the Association, but no definite proposals were formulated as to how the scheme should be worked. The matter, however, was reconsidered more fully by the Committee of the Association, and on 6th June 1900 they again approached the Chamber stating that they had decided to waive their suggestion regarding the appointment of Trustees, as they had come to the conclusion that in the case of transhipment to minor ports, it might be difficult to select or obtain adequate parties to act in this capacity. In modifying their suggestions, the Association was actuated by the desire to avoid enhancing General Average charges and so leading to delay in the delivery of cargoes. They accordingly suggested that with the view to establishing uniform procedure, shipowners should be induced to introduce as a primary measure the following clause or a modification of same in the Eastern Trade Bill of Lading form :—" Average payable according to York-Antwerp rules of 1890 as per official adjustment of a sworn average adjuster at such port at which the bulk of the cargo had been discharged, if such adjuster be there available, otherwise at the nearest convenient port. All deposits to be regarded as Trust monies and for the benefit of consignees $\frac{\text{and}}{\text{or}}$ underwriters, to be lodged under a separate account at interest in a leading bank at port of payment, or in the case of transhipment cargo at such port at which the transhipment has been effected. A Banker's certificate to this effect to be embodied in the adjustment."

The matter was again very carefully considered by the Chamber, but the points involved were of such a complex nature—particularly as the approval given by the Chamber in 1872 to the Eastern Trade Bill of Lading form had subsequently been withdrawn, as will be seen from page 48 of this report—that they decided not to take any further action in the matter, beyond suggesting to the Association that it should refer the entire question to the Institute of London Underwriters, and solicit their good offices with the view to bringing about the proposed reform.—(*Appendix* O.)

PROPOSED PUBLIC WHARF AT ADEN.

In response to a representation from the Aden Chamber of Commerce, the Committee, after consulting the leading steamship Companies, addressed the Bombay Government on 28th February 1900, in connection with a public wharf which the Port Trustees at Aden had resolved, by a majority of one, to construct at Tawahi, and in respect of which they had applied to the Government of Bombay for permission to borrow 8 lakhs of rupees for the purpose of carrying out the work. In order to meet the interest, sinking fund, and cost of establishment, it was proposed by the Trustees to increase the import tolls from 1 anna per ton, to 3¼ annas a ton, on grain, flour, seeds, &c. At first sight this might appear unobjectionable, but from a financial stand-point it seemed to the Committee that the Trustees had taken a too sanguine view of the situation. Local cargo was estimated to bring in a revenue of Rs. 27,000, but this estimate was based on the figures of 1898-99—a most prosperous year—and it was thought safer to take an average of, say, the past four years, which gave an estimated revenue of Rs. 22,000. Then the fees on transhipment cargo were estimated to yield Rs. 18,000; but here again the Trustees appeared to have miscalculated their earnings, for there was little doubt that the volume of transhipment cargo to be dealt with at Aden would very quickly decrease to an enormous extent if it had to pay such heavy dues

as were proposed. There was also every reason to fear that this class of cargo would find other means of reaching its destination and avoid Aden altogether. It appeared, however, from the correspondence submitted to the Chamber that on the 16th June 1899, the Agents in London for the leading steam-ship companies trading to the East addressed the Secretary of State for India on the subject of deepening the inner harbour at Aden, so as to enable vessels of deep draft to enter, remain afloat, and leave at all states of the tide, and it seemed to the Committee that this work was more important than the proposed public wharf. They accordingly suggested to Government that all the revenues of the Port should be devoted to dredging to a depth of 30 feet at low-water and to the making of a large mooring basin of the same depth.

In acknowledging the Chamber's communication on 28th June 1900, the Bombay Government stated that they had had before them the scheme submitted by the Port Trustees of Aden and had decided that it must for the present be abandoned as the requisite Government loan of 8 lakhs of rupees could not be provided, and it was unnecessary therefore to consider in detail the arrangements for and against it.—(*Appendix* **P.**)

STORAGE OF COAL ON THE BUNDERS.

The present system of stacking coal in Bombay has been under the consideration of the Bombay Municipality and the Port Trust for some time, and in May 1900 the Committee were approached by members of the Chamber interested in the coal trade in regard to certain draft rules which had been formulated by the Municipal authorities for the purpose of regulating the stacking and storage of coal on the Port Trust Bunders. The question of the measures which it was desirable to take had more than once been considered by the Trust, but owing to diversity of opinion no satisfactory conclusion had been come to. On the one hand the Municipal Commissioner urged the necessity of the Trustees insisting on the lessees providing proper ventilation, and had intimated that unless proper

measures were adopted for preventing the outbreak of fires, he would not in future allow licenses to be granted for the storage of coal on the Malet Bunder.

In view of the importance of the question a Special Committee was appointed to give the papers their careful consideration and to submit to the Chamber their views and recommendations. Soon after the formation of this Special Committee the Chamber was addressed at some length by the Trustees of the Port in regard to the proposed rules, and an expression of opinion was invited in the matter.

The papers were exhaustively considered by the Special Committee, and on 14th June 1900, they submitted a lengthy report to the Chamber on the entire question. Agreeing generally with the views expressed by the members of the Special Committee—whose special knowledge and experience of the coal trade of Bombay enabled them to deal with the subject in all its details—the Chamber, on 22nd June 1900, addressed the Trustees of the Port of Bombay in regard to the draft rules a copy of which is subjoined :—

(1) No stack of coal shall exceed 15 feet in height and wherever it may be necessary for men to pass over the coal 9" planks should be laid down to serve as gang-ways. The planks should be placed against the edge of the coal heap and no one should be allowed to run off the planks. (2) No stack of coal shall exceed 40 feet in width—(a) In stacks where the widths are not less than 25 feet, a narrow gully of not less than one foot in width at the bottom and 3 feet at the top should be arranged. (b) In stacks of widths varying from 20 to 30 feet, ventilators should be provided, that is, horizontal passages should be formed and laid transversely from side to side of the stack, placed not less than 12 feet apart and shall have sectional dimensions of not less than 11" × 9", provided with open ends, each of these should have at least one vertical shaft or tube of any dimensions but not less than 3" diameter. (c) Stacks of less than 20 feet in width need not be provided with ventilators. (d) There should in all cases be clear and open spaces or roadways of not less than 8 feet in width between all stacks. (3) The temperature should be taken daily in stacks exceeding 20 feet in width by the

licensee or some one deputed by him by putting a thermometer in the vertical shafts and should this be found to exceed 200° F. at any point a cut must be made through the stack at that place. (4) Records of the temperatures taken must be kept and produced when called for by the Superintendent of Licenses.

In regard to the first suggestion the Committee stated that they were not in favour of limiting the height of stacks for the different descriptions of coal imported into Bombay. The stacking of coal, they pointed out, depended a great deal upon the quality and the condition in which it was landed, and it would not, the Chamber considered, be wise to limit the height in each case. The question of height should rather, they thought, be left to the discretion of the importer, who is the best judge in the matter. The statistics procured by the Committee showed that fires in coal stacks had not of recent years taken place to any serious extent, but they stated that if it should be considered absolutely necessary to fix the limit, the Chamber would be in favour of a maximum of 15 feet without regard to the particular class of coal to be handled. As to the question of the width of stacks, expert opinion and practical knowledge showed that the area to be covered was not a matter of much consequence, except that perhaps in circumscribed heaps there would be more facility of access in case of fire. The trade, it was pointed out, only paid for land actually occupied, and the Chamber suggested that the question of width should be eliminated from the rules. At the same time the Committee intimated that they would have no objection to the limit proposed, should the Trustees and the Municipality eventually consider it necessary. In regard to planks and gangways—which, as appeared from the correspondence, the Chairman of the Trust considered unnecessary for inclusion in the proposed rules—the Committee considered it desirable that planks should be provided and that no treading should be allowed at any part where more coal was subsequently to be placed. They therefore suggested that planks should be placed against the edge of the heap and no man allowed to run off the plank. Expert opinion

placed before the Chamber showed that coal compressed at the angle of repose constituted no danger, but that a horizontal compression confined a generated heat, and, so induced spontaneous combustion. With regard to the proposed provision of ventilators, the Committee quoted an eminent authority as to the causes of the production of heat necessary to initiate the spontaneous ignition of coal, and stated that it had further been represented to them, that while ventilating coal heaps was a sure preventive of firing, it was practically impossible to thoroughly ventilate coal on the Bunders, and that incomplete ventilation was far worse than no ventilation at all. In view of these considerations, the Committee were averse to so-called ventilating in the ground, submitting that the current in a ventilating shaft was generated by the heat of coal and that the incoming air supplied the necessary oxygen for combustion, thus entirely defeating the object in view. Ventilating coal by forced draught, the Committee added, seemed to be the only sure preventive, but to their mind it was utterly impracticable.

The views submitted by the Committee were in due course considered by the Trustees, and on 9th November 1900, the Chamber was favoured with a copy of the Resolution adopted by the Trust, at a meeting held on 30th October 1900. From this Resolution it appeared that in view of the comparatively few fires in all but the years 1898-99, and 1899-1900, the Trustees were not in favour of disturbing the existing arrangements. The trade in coal was large and fires were not frequent, and the various opinions expressed went to prove that further rules were not required, would hamper trade, and involve heavy expense without sufficient corresponding advantages. Of those proposed Rules 1 and 2 omitting sub-clauses (*a*), (*b*) and (*c*), but including clause (*d*) might, the Trustees considered, be acceptable, but the others, they were of opinion, were unnecessary and objectionable. As regards watering, it was considered that in most cases water aggravated the outbreak in its initial stage, and the proper way to extinguish the fire seemed to the Trustees to be to cut open the stack and

spread the coal. The Trustees decided to suggest to the Municipal Commissioner that fire engines need not be sent to coal fires unless the owners of the coal made a special requisition and agreed to pay for the water used ; if this were made the rule there would, they considered, be the less reason for interfering with existing arrangements, as the owners would then be the only losers. For these reasons the Trustees desired that a further representation be made to the Municipal Commissioner with a request that, in view of the strong opinions held by a large majority including experts and others, he would be good enough to refrain from taking any further action as regards the proposed rules. The matter, it is believed, is still under the consideration of the Municipal authorities.—(*Appendix* Q.)

CUSTOM HOUSE PROCEDURE.

WORKING OF THE MERCHANDISE MARKS ACT.

In June last the attention of the Committee was called, by a leading firm, a member of the Chamber, to the obstruction which, the said firm considered, had been caused by the Custom House authorities in regard to the importation, into Bombay, of 35 cases of Printed Sarries. The information placed before the Chamber was to the following effect : The goods were procured through the firm who had addressed the Chamber. When the samples were submitted to the indentor concerned, he declined to accept the goods. The goods were thereupon sold by the firm to another of its dealers. Prior to this re-sale, the goods had been ticketed, packed and shipped in accordance with the original indent. Each piece, therefore, bore the firm's large coloured ticket without any name, a ticket bearing the indentor's name in Guzerati, and a fast coloured ticket, and length stamped in blue. On arrival of the goods the dealer was refused permission to import the goods on the ground that the goods had applied to them a false trade description within the meaning of the Indian Merchandise Act, and a fine of Rs. 200 was consequently imposed.

As this decision had been come to about a month after the arrival of the goods, the firm in question, to avoid further charges at the Docks, loss of interest, etc., arranged to pay the fine and remove the name labels which the Custom's officials had objected to. Subsequently the firm appealed to the Commissioner of Customs for a refund of the fine and a reversal of the decision of the Collector, by which the firm had been compelled to remove the labels. The grounds for this appeal were as follows :—(*a*) The Guzerati name label was not a trade description within the strict meaning of the Merchandise Marks Act. (*b*) It is customary in the piece-goods trade for goods rejected by one dealer to be sold to another, and if this is as by the Collector's decision it would become, prohibited, the import firm would be at the mercy of the dealers. (*c*) The Collector stated in an interview with the firm that had the first dealer given a written consent that the second dealer might import the goods as originally ticketed, the Customs would have had no objection to such importation. [This, the firm contended, would clearly indicate, that the Collector had not in view the protection of the consumer and was consequently inconsistent with his written opinion that there had been an infringement of the Merchandise Marks Act.] (*d*) The goods might have been rejected after importation by the original dealer and in that case would not have been dealt with by the Collector or any other authority ; such cases frequently happen in the piece-goods trade and no action has ever been taken. (*e*) The firm submitted that if there be any cause of action it is by the indentor against the dealer, and not by the Customs against the latter.

The Committee, without entering into the legal aspects of the case, considered that the firm in question had acted in perfect good faith in transferring the goods under the circumstances detailed above, and they were consequently of opinion that the action of the Custom House authorities was open to criticism, as it would, if persisted in, lead to a dislocation of the import trade of Bombay. They, therefore, placed themselves in communication with the Commissioner of Customs, who was good enough to discuss the matter at a personal interview, with

the result that the fine was eventually remitted to the extent of Rs. 190. This decision, though satisfactory in so far as it goes, shows that in levying a nominal fine of Rs. 10 the Customs authorities still considered the firm were legally to blame, and the matter therefore cannot be said to have been decided in consonance with the views of the Committee.

On 2nd March 1900 the Manchester Chamber of Commerce informed the Committee that a sample of Indian spun grey cotton yarn—reputed 20*s*—received in Manchester from Tonkin had been tested at the Testing House of that Chamber, and showed that the real count was 17·9, and the lengths of four hanks, taken promiscuously, 720, 743, 681 and 712 yards respectively, giving an average of 714 yards instead of 840 yards. The Manchester Chamber expressed the hope that the Committee would use their influence, in every possible way, to prevent the continuance of a practice which was undoubtedly fraudulent and illegal. Having subsequently ascertained the name of the cotton mill in Bombay which had spun the yarn in question, the Committee addressed the Bombay Millowners' Association, and that body was good enough to bring the matter to the notice of the mill concerned with the view to the correct count and length of the goods manufactured and shipped to foreign ports, being shown in future.

CHEMICAL ANALYSERS' DEPARTMENT.

The attention of the Committee was called during the year to the inconvenience importers in Bombay are subjected to, owing to the system of submitting to the Chemical Analyser to Government various articles imported into Bombay for the purpose of ascertaining whether they met with the requirements of the Merchandise Marks Act and the Sea Customs Act. It was further represented to the Chamber—and enquiries made by the Committee confirmed the information placed before them—that the delays which took place in the Chemical Analyser's Department in reporting on articles submitted for analyses by the Customs authorities placed a heavy tax on the trade by subject-

ing importers to extra dock and other charges. The Committee accordingly suggested that the delays complained of might be greatly minimised if Government could see their way to having a properly organised Analytical Department attached to the Custom House, and under the direct control of the Collector of Customs, adding that if there were difficulties in the way of carrying out the suggestion, steps should be taken to strengthen the staff of the Chemical Analyser, as it was obvious that the Department, as at present constituted, was not able to cope expeditiously with the large amount of work entailed.

Replying in due course, under date 8th May 1901, the Collector of Land Revenue, Customs and Opium stated that enquiries which had been instituted showed that in the period between 30th November 1899 and 16th March 1900, there were in all 153 cases submitted to the Chemical Analyser from consignments of imported goods. With the exception of a few instances the time taken by the Chemical Analyser in completing the tests did not exceed four days, excluding Sundays and holidays. In 105 cases, the Collector stated, the tests were completed in two days. Further, in the instances where tests occupied more than four days, it was generally the case that the Chemical Analyser's Report of result was disputed by the importers, necessitating a second and sometimes a third test and causing a delay for which the Chemical Analyser could not justly be held responsible. The Collector added that it did not appear that any cases were ever detained longer than the actual time required for analyses or re-analyses, and regretted therefore that he was not prepared to recommend Government to consider the Chamber's suggestion in regard to the re-organization of the Chemical Analyser's Department.

Further correspondence followed, in which the Chamber quoted specific cases of delay in the Chemical Analyser's Department, and on 5th July 1900 the Committee addressed the Secretary to Government, General Department, Bombay, forwarding copies of the correspondence that had passed between the Chamber and the Custom House, and expressing the hope

that H. E. the Governor-in-Council might be pleased to see his way to give effect to the Chamber's suggestion, and also to revise the list of holidays observed by the Chemical Analyser.

Replying on 15th September 1900, Government stated that they would be glad to consider any specific complaints of delay on the part of the Chemical Analyser, but that it appeared to them that in the cases brought to notice by the Chamber the Chemical Analyser's explanations were satisfactory. Government, it was added, expected the Chemical Analyser, like other Government officers, to undertake during holidays work that was really of an urgent nature ; it appeared that this was his present practice, and they were not, therefore, prepared to revise the list of holidays observed by his Department.

Under date 19th September 1900, the Committee, in acknowledging the communication from Government, expressed regret that Government had not seen their way to accede to the Chamber's suggestions, and stated that while sensible of the fact that work of an urgent nature was undertaken by the Chemical Analyser's staff during holidays, it seemed to the Committee that such long intervals as seven days at Easter and seven or more days at Christmas must necessarily tend to retard the work of the Department and cause delay and inconvenience to the trade ; and they accordingly asked Government to reconsider their decision in the matter.

Addressing the Chamber again under date 23rd October, 1900, Government stated that they were enquiring as to whether adequate arrangements were made for the performance of urgent work by the Chemical Analyser during holidays which lasted for several days, and that they would be glad to receive intimation from the Chamber of any cases of an urgent nature, the disposal of which was, in future, delayed on account of holidays taken by the Chemical Analyser.

The matter is still under the consideration of the Committee, who up to the time of compiling this report had not heard further from Government on the subject.—(*Appendix* **R.**)

MERCHANDISE MARKS ACT.

ANNUAL REPORT.

The official reports on the working of the Indian Merchandise Marks Act always contain matter which concerns the general public as revealing how efforts are made to palm off spurious articles upon confiding purchasers. The Customs authorities are, however, very much on the alert, and apparently most of the inferior goods shipped to India are intercepted, or, at least, only reach the market in their true guise. The published Report for the official year 1899-1900 showed that, in Bombay, the number of detentions rose from 637 to 679—a small increase calling for no remark. Confiscation followed detention in only 2 cases, while, in 550 cases or 81 per cent. of the total number, fines and penalties were inflicted. In the remaining 127 cases, the goods under detention were passed without penalties after such qualifications as seemed necessary. There were no cases of false trade marks during the year under report, all the cases detected being of deceptive trade descriptions, and falsification as regards place of manufacture, material, number, weight or measure. Several of these false trade descriptions were in languages other than those of the country of origin. In the majority of piece-goods cases the articles were not marked with their lengths, and in few cases a mere pretence of stamping lengths was made. In all these cases the goods were correctly marked before their removal from the Custom House. The total fines and penalties inflicted amounted to Rs. 5,996 with an average of Rs. 8-13 per case against Rs. 5,868 with an average of Rs. 9-3-0 per case in 1898-99. The responsible authorities seem to work the Act in a sensible and equitable way ; and though fines are imposed where there is evidence of fraud, great leniency appears to be shown in cases where mistakes have arisen from carelessness or want of knowledge.

TELEGRAPHIC TRANSFERS.

The action of the Secretary of State for India, in the early part of the year, in notifying the stoppage, at the beginning of the busy season, and without any notice, of the sale of Telegraphic

133567

Transfer remittances from London at 1*s.* 4 5-32*d.* under the Gold Notification Act, II. of 1898, led to representations being made by this and other Chambers to the Government of India in the Department of Finance and Commerce. Telegraphing on 16th January 1900, the Committee protested strongly against the action of the India Office in withdrawing the undertaking to give Telegraphic Transfers, thereby causing distrust in Government legislation and serious disturbance to trade generally, and strongly urged that steps should be taken to relieve the monetary tension then existing by a loan to the Presidency Banks. In the reply received, under date 18th January 1900, the Government of India stated that it had not discontinued the sale of Telegraphic Transfers, but had only withdrawn the unlimited undertaking given in January 1898 to sell Transfers at the fixed price of 16 5-32 pence. The Government of India at the same time regretted its inability to grant loans to Presidency Banks as suggested by the Chamber. On 20th June 1900—in view of the expiration of the terms laid down in the Act mentioned above—the Committee again approached Government with regard to the advisability of fixing a maximum rate at which the Secretary of State should issue Telegraphic Transfers on India against the payment in London of gold. In January 1900 when the Secretary of State refused to issue Telegraphic Transfers at 1*s.* 4 5-32*d.*, great inconvience and loss were incurred by the commercial community and such refusal was followed by fluctuations in exchange which, the Committee considered, were mainly due to the action of the Secretary of State. When introducing in the Legislative Council, on 21st January 1898, the Indian Paper Currency Act of that year, the Hon'ble Sir James Westland cited, as an example of how the Secretary of State would carry out transactions in respect of the gold which he received for the notes issued in India, the system still in force in the Currency Department in this country of issuing transfer orders for currency from one treasury to another. The system referred to was one by which the trade could pay cash into one treasury and in exchange receive an order on another treasury for a like amount, less a fixed charge for expenses in connection therewith. The Committee consi-

dered that the transfer of gold from London to India was identical with that of, say, the transfer of currency from Bombay to Calcutta. Furthermore, that one of the objects of the Indian Paper Currency Act was to provide prompt means by which the public could remit to India when Council Drafts were unobtainable. The Committee therefore submitted that the Secretary of State was not entitled to charge for Telegraphic Transfers more than a fraction in excess of the equivalent of the cost of remitting gold to India, and that the cost of remitting gold to India could be fixed and so arranged that ample notice could be given to the public before any change in the rate was made. It seemed therefore to the Committee that the Currency Department could not suffer any loss by fixing a maximum rate because it could either import the gold at a known cost to be held in India against the notes issued or transfer the gold to the Government of India in exchange for currency paid to them in India by the Treasury Department. The Committee were further of opinion that the absence of a maximum rate for such Telegraphic Transfers showed a want of confidence on the part of Government in the success of their currency Legislation.

In an exhaustive reply the Government of India, under date 28th June 1900, stated that the Bill to extend the operation of the Act of 1898 for two years, and to make certain amendments to facilitate the coinage of rupees when required, was introduced in the Legislative Council on 22nd June 1900. The terms of that Bill had formed the subject of careful consideration by the Government of India and the Secretary of State, and the point raised in the Chamber's letter was not overlooked. The Bill did not include the provision which the Chamber suggested. The decision of Government on the point was that it would be inexpedient to give an undertaking, either by legislative enactment or by extensive promise, that the rate charged for Telegraphic Transfers should not exceed any maximum rate. In explanation of the reasons for this decision, the Government of India called attention to the despatch from the Secretary of State, No. 29 of March 1, 1900, which fully explained the circumstances which led to the withdrawal in January 1900 of his

engagement, given in 1898, to sell Telegraphic Transfers, until further notice, at a price not exceeding 16 5/32*d.* the rupee. The large receipts of gold in India and in London, it was explained, had so reduced the number of rupees in the Currency Reserve that a continuance of the engagement would have involved a considerable risk of the Government of India being unable to meet the payments of Telegraphic Transfers without reducing the number of rupees in the reserve below that requisite to ensure the convertibility of the currency notes. In the despatch in question it was explained that it was impossible to give notice of the withdrawal of the engagement, because if an interval between giving the notice and taking action upon it had been allowed, the demand for remittance during such interval would in all probability have been excessive. The choice therefore lay between stopping altogether the issue of Telegraphic Transfers and granting them in limited quantities at gradually enhanced prices. The Secretary of State decided that the latter of these courses would cause less inconvenience to trade than the former, and he adopted it in order to meet the more urgent requirements of trade to the extent which was within the ability of the Government of India to meet them at the time. When the question of prolonging the operation of Act II of 1898 was subsequently raised, the Secretary of State decided that such prolongation should be accompanied by a declaration that any action taken by the Secretary of State under the Act did not imply an undertaking to sell remittances at any specified rate. The Government of India therefore regretted its inability to adopt the suggestion made in the Chamber's letter under reference, but stated that the amending Bill would enable Government to continue to meet the convenience of trade by selling Telegraphic Transfers after the ordinary treasury balances had become insufficient to meet the payments, adding that as experience has shown that the rupee balance of the Currency Reserve might also sometimes be insufficient to meet the payments, it was necessary for Government to keep itself absolutely free to decide when the permissive powers of the Act should be exercised. (*Appendix* **S.**)

COINAGE OF RUPEES.

Opportunity was also taken by the Chamber, when addressing Government regarding the subject dealt with in the preceding paragraphs, to call attention on 20th June 1900 to an item of revenue which appeared in the Financial Statement of 1900-1901, derived from importing silver into India and issuing it in rupees. In the opinion of the Committee the coinage of so large a quantity of rupees—as mentioned in the Budget—had been necessitated by abnormal times as was admitted by the late Finance Minister, Mr. C. E. Dawkins, when he said : " The only other intervention of Government that I can foresee will be recourse to shipping surplus gold to Europe as a temporary corrective in abnormal times, such as upon the return from up-country of silver coins after a famine." The Committee therefore considered that special care should be taken to meet such an emergency. It seemed also to the Chamber that the authorities were not following the recommendation made by the Committee appointed to enquire into the Indian Currency, namely, that " profit on the coinage of rupees should not be credited to the revenue or held as a portion of the ordinary balance of the Government of India, but should be kept in gold as a special reserve, entirely apart from the Paper Currency Reserve and the ordinary Treasury Balances." As the Committee looked upon the disposal of the apparent profit in the issue of rupees to be intimately associated with the success of the currency scheme, they requested Government to favour the Chamber with information as to the grounds on which such apparent profits were placed to the credit of revenue instead of as suggested by the Currency Committee.

The Chamber's letter was in due course forwarded by the local authorities to the Government of India, and on 21st July 1900, the Secretary to Government, Financial Department, Bombay, intimated that the Government of India was considering the question of giving effect to the Currency Committee's recommendations regarding the disposal of the profit on the coinage of rupees, and that an announcement of their decision would be made in due course.

The Committee are pleased to say that since the above was written, the Government of India have adopted the recommendation of the Indian Currency Committee of 1898, that the profit resulting from the coinage of rupees should be kept in gold as a special reserve entirely apart from the Paper Currency Reserve and the ordinary Treasury Balances. A press *communiqué* issued on 17th January 1901, after reciting the recommendation of the abovementioned Committee, states:—The profits on coinage will continue to be shown as mint revenue, but the net profits will be shown as expenditure, and credited to a special or gold reserve fund, and will not therefore go to increase the surplus, or diminish the deficit of the year. The profits on the coinage credited to the special reserve fund will be held in gold or gold securities. This conversion will be effected, if the profits occur quarterly, from April next. The conversion of the profits of the current financial year will be effected gradually as funds are available.—(*Appendix* T.)

GOLD CURRENCY.

With reference to the measures taken by the Government of India regarding the issue of sovereigns from Indian Treasuries to the public, it was suggested to the Secretary of State in May 1900 that in order to make the use of gold coins more popular, and especially amongst the class of people for whom a coin valued at Rs. 15 was an unduly large unit, it might be desirable to coin gold pieces of three or five rupees at the Calcutta Mint, which should be made legal tender throughout the country. The Government of India on 25th June 1900 asked the Chamber for its opinion as to the probability of the proposed coin being freely accepted and used in active circulation in place of rupees and also on the probability of their being hoarded as money or ornaments.

The matter received careful consideration, and the Committee in addressing Government on 10th July 1900 stated that on general lines they approved of the proposal as they considered it would assist in popularising the gold coinage

in India. Seeing, however, that the one-dollar gold piece in the United States of America, the 5-franc gold piece of France, and the quarter of a Turkish pound had become unpopular, owing to their smallness and practically gone out of circulation, the Committee considered that for this reason, only a limited number of gold coins as proposed by the Secretary of State should, to commence with, be minted for circulation in this country. The Committee at the same time suggested that with a view to making the present gold currency more popular in India, Government should consider the advisability of issuing new gold coins stamped as follows: 1 £ or 15 Rupees, *Sh.* 10 or 7½ rupees. —(*Appendix* **U.**)

CURRENCY RESERVE.

The approach of another busy season has led to further representations being made to the Government of India with regard to an adequate supply of rupees to meet trade demands. The Exchange Banks in Calcutta, which were in correspondence with the Government of India when this report was being compiled, drew special attention to the matter—in view of the shrinkage of the Government reserves which was noticeable from the published returns—and expressed the hope that means would be adopted to provide sufficient silver coins to meet the exigencies of trade. The Government of India, it is satisfactory to notice, promised every facility that they could afford to the trade of the country, and said that every effort would be made which physical circumstances permitted to increase the stock of rupees to a desirable limit.—(*Appendix* **V.**)

CIRCULATION OF CURRENCY NOTES.

The question of increasing the circulation of currency notes by extending the facilities for their encashment, was brought to the notice of the Government of India in the course of the year. The measures suggested for consideration were :—

(*a*) that the notes of all circles should be made legal tender throughout India, instead of the notes of each circle being legal tender only within the limits of the circle, as at present;

(*b*) that Government should undertake to cash the notes of any circle at Calcutta, Madras or Bombay ;

(*c*) that Government should experimentally undertake to cash the notes of one principal circle (say Calcutta) at all the treasuries in the province forming the circle (say Bengal) ;

(*d*) that Government should make some moderate addition to the number of places at which cash can be demanded for notes, *e g.* by undertaking to cash notes of the Calcutta and Allahabad circles at Calcutta, Allahabad, Cawnpore and Patna (or Benares) and those of the Lahore Circle at Calcutta, Lahore and Delhi.

The only objection to the first of these measures was, as the Government of India pointed out, that creditors might object to be compelled to receive notes for which they had not the right to demand cash at some centre not very far distant, and Government desired to know what weight should be attached to this condition. Government recognised that the second of the suggested measures would involve them in a somewhat serious responsibility, and though it might be useful to trade under certain circumstances, it was doubtful how far it would effect a permanent substitution of notes for coin, maintained throughout the twelve months. It would not appreciably affect the smaller trading classes whose operations and trade connections are confined within a limited area. Their needs would, in the opinion of Government, be met by the third proposal if the proposed concession were extended to its natural conclusion of encashment of the notes of every circle at every treasury in India. It would mean in fact the abolition of the circle system and the acceptance in its place of an obligation which it was hardly conceivable that the Government could safely undertake. If the experiment were not to be finally extended it was doubtful if it was worth making at all, for the proposal was of a kind which admitted of no permanent middle course. It must either, after trial, be extended to all India or discontinued entirely. On the other hand the results of the experiment would have a certain value as indicating the extent to which the popularity of currency notes in this country was restricted by the existing limitations on encashment. The fourth suggested

modification though less radical was considered by Government to be more practicable. It involved the minimum of risk in the first instance with the possibility of extension. But it was a question whether any extension, which did not completely alter the character of the measure by assimilating it to that last considered, would have any real effect in increasing the popularity of notes.

The Government of India in addressing the Chamber on 26th October 1900 desired to be favoured with its views regarding the proposals enumerated above, as also with any suggestions which it might desire to offer on the general question of popularizing the use of currency notes in India.

Following the practice observed in all matters of importance referred to the Chamber, a Special Committee was appointed to consider and report upon the proposals referred to. In accordance with the recommendations of the Special Committee, the Chamber, on 30th November 1900, addressed the Government of India, submitting its views regarding the four possible measures set forth in the communication of 26th October 1900. Regarding (*a*) in which it was suggested that notes of all circles might be made legal tender generally throughout India, the Committee were of opinion that great weight is to be attached to the objection suggested by Government in para. 7, especially if notes of large denomination were made general legal tender without being generally encashable. They believed, however, that if notes of denominations not exceeding ten rupees were made general legal tender the objection would be less, as it would usually be possible to use such notes on the spot, and that such extension of the currency of Rs. 5 and Rs. 10 notes would popularise their use. Regarding (*b*) "that Government should undertake to cash the notes of any circle at Calcutta, Madras or Bombay," the Committee considered that the carrying out of such an undertaking would afford considerable facility to trade and would tend to popularise the use of notes. But they pointed out that the facilities referred to would be applicable only to

transfers of money to Calcutta, Bombay and Madras, or to payments made to one of those centres for goods going up-country therefrom, but would be of no assistance to export traders who had sent down goods to these ports from outlying places. Regarding (*c*) " that Government should experimentally undertake to cash the notes of one principal circle (say Calcutta) at all treasuries in the province forming the circle (say Bengal)," the Committee recognised that if this proposal were made applicable to large notes it could not be entertained by Government ; but they believed that the measure might with safely be instituted in respect of notes of denominations not exceeding Rs. 10. Regarding (*d*) the Committee approved of the suggestion " that Government should make some moderate addition to the number of places at which cash can be demanded for notes, *e.g.*, by undertaking to cash notes of the Calcutta and Allahabad circles at Calcutta, Allahabad, Cawnpore and Patna (or Benares) and those of the Lahore circle at Calcutta, Lahore and Delhi." In conclusion, the Committee submitted that to effect any great and constant expansion of the net circulation of notes, it is necessary to touch, not so much the mercantile classes, as the great masses of the poorer people. Any such expansion therefore must, in the opinion of the Committee, be effected in notes of denominations not exceeding Rs. 10 ; and owing to the comparative inconvenience and cost of making large remittances in such small notes, the Government might, with perfect safety, institute in respect of such small notes a combination of the measures (*a*) and (*c*) under which the man of the working classes, on whom the desired expansion really depended, might be able to pay his debts in any such notes throughout India or, should he so desire, to encash them at the nearest treasury.—(*Appendix* **W**.)

BILLS OF LADING.

In 1872 the Chamber gave formal approval to what is generally known as the " Eastern Trade Bill of Lading Form," but so many changes have since been introduced by the trade that a person looking at it would scarcely recognise the original. The Chamber

therefore considered the advisability of withdrawing the sanction previously given, as it was thought that in the event of the Bill of Lading coming into a court of law, the mere fact of the Bill having the stamp of the Chamber would cause it to be viewed as a reasonable one. It was accordingly resolved, at a Special General Meeting of the Chamber held on 14th July 1882, "that the formal approval of the Chamber given to that form of Bill of Lading commonly known as the Eastern Trade Bill of Lading at a Special General Meeting held on 28th August 1872, is hereby rescinded."

The Committee have thought it advisable to record the above resolution in the present Report, as references made to the Chamber during the year showed that the outside public was under the impression that the Form of Bill of Lading referred to had still the support of the Chamber. Shippers would do well therefore to see that the Form now in use does not bear the endorsement it previously contained namely: "Form of Bill of Lading from Bombay to Liverpool *via* Suez Canal, approved by the Bombay Chamber of Commerce at a Special General Meeting held on 28th August 1872."

TREASURY BALANCES.

It will be remembered that the question of the utilization of the Government Balances in aid of banking resources in India was exhaustively considered by the Government of India in 1898, and subsequently formed the subject of a lengthy despatch to Her Majesty's Secretary of State. In addressing Lord George Hamilton on 2nd February 1899, the Government of India proposed that during the months of January to May of each year, when large sums are withdrawn from the public in payment of Government revenue, it might be recognised as part of the ordinary business of management of the Treasury Balances to lend money to the Presidency Banks at one per cent. less than the declared minimum rate of discount of the borrowing Bank. The Government of India did not wish to give the Banks an open credit upon which they might operate or not as

they pleased, but the kind of transaction admissible would be that the Banks might obtain, on the security of Government Paper, loans, not less than ten lakhs of rupees on each occasion, repayable after a fixed period of one, two or three months, but in no case later than May 31st, by which date Government would again be in command of its own funds under ordinary conditions. The Government of India would not pledge itself to be always ready to lend, but under ordinary circumstances it was considered that it could without difficulty spare 1½ crores of rupees during the months in question.

In the reply received from the India Office—under date 4th May 1899—the Secretary of State stated that he was unable to approve generally of the proposals placed before him by the Indian Authorities. It was impossible, the despatch stated, to prescribe any specific amount which must be retained in the Revenue Treasury or be otherwise at the command of the Comptroller-General on short notice, in order to meet, not merely the disbursements of the Government of India, but also the probable amount of remittances to England; and it was essential that an adequate provision should be made for these purposes. Subject however to this being maintained, the Secretary of State saw no objection to the Government of India lending money to the Presidency Banks, on the security of Government Paper, at such rate of interest from time to time, and for such periods as Government thought best; the rate, as a rule, not to be below the Bank rate.—(*Appendix* **X.**)

COUNTERVAILING DUTIES ON SUGAR IMPORTED INTO INDIA.

The question of the grant of refunds of countervailing duties on Austrian sugar imported into India was considered by the Government of India in the course of the year and led to a Notification being issued by the Finance and Commerce Department, No. 4295 S. R., dated 24th August 1900, in regard to the procedure which the authorities proposed to take in the

matter. It will be remembered that certain bounty-giving countries limit the total bounties paid in a single year to a fixed maximum amount; consequently when exports are very large, the exporters have sometimes to refund to their Government a portion of the bounties they first received, as the total amount paid them at the full nominal bounty rates was found to exceed the fixed maximum. These persons in their turn, or the persons by whom the sugar is imported into India, claim refunds of countervailing duties in India. The matter having been referred to the Secretary of State, the Government of India was pleased to announce in Notification No. 4293 S. R. of 24th August 1900 that refunds should be made to the importers concerned of the difference between the rates of additional duty actually charged on the different kinds of Austrian sugar imported into India which were shipped from Austria-Hungary before the 1st August 1899, and the rates since ascertained to be chargeable thereon after making allowance for the maximum bounty paid by the Austrian Government, provided that they furnish evidence that the sugar was shipped before the 1st August 1899, and evidence regarding the rate and amount of duty paid by them. The Government of India did not consider it necessary to lay down specifically what evidence should be required, but left the matter to the discretion of Collectors of Customs, who should grant the refund whenever the claim appeared to them to be reasonably established. Nor did the Government of India consider it necessary to lay down any general rule prescribing that, to secure a refund in future, certificates countersigned by consular officers should be obtained at the ports of shipment and produced when claims for refunds are presented. The question, the Government of India stated, would be again considered when it was seen how far the refund system was to be extended and how the present orders worked.

It was represented to the Chamber that owing to the undefined policy of Government there was a likelihood of trade being hampered on account of the uncertainty as to the parties

to whom the refund would eventually be granted, as some merchants might be encouraged to speculate on future refunds, while others more mindful of their interests might suspend operations and so be driven out of the market by more speculative competitors. In these circumstances it seemed to the Committee, in addressing the Bombay Government on 17th October 1900, that it would be well for the authorities to clearly state to whom the refund of excess collected countervailing duty would be paid in the year 1901. Such a statement, the Committee considered, would tend to put all merchants and importers on an equal footing and so help to foster trade.

On 1st February 1901, the Governor-General in Council was pleased to direct that refunds should be made of the difference between (*a*) the rates of additional duty actually charged on the different kinds of Austrian sugar imported into India which were shipped from Austria-Hungary from 1st August 1899 to 31st July 1900 inclusive, and (*b*) the rates now ascertained to be chargeable therein after making allowance for the maximum bounty paid by the Austrian Government. Such refunds will be made to the importers concerned, that is to say, to the person by whom the duty was originally paid on application to the Collector of Customs to whom the duty was paid, evidence that the sugar was shipped from the Austrian port of export during the period mentioned above and evidence regarding the rate and amount of duty paid being furnished to the satisfaction of the Collector.—(*Appendix* **Y.**)

LIGHTS IN THE RED SEA.

The question of extra lights in the Red Sea, as members are aware, has had the attention of the Chamber for many years, and has formed the subject of representations to Government from time to time. In reverting to the matter in April 1899 the Chamber brought to notice the light on Balfe Point, and suggested that it should be improved and given some distinctive

character in order to render it more useful to vessels of heavy draft passing the large straits of Bab-el-Mandeb. In the reply received from the Government of India, under date 30th May 1899, it was stated that the light in question was a small one, with a four-mile arc of visibility, put up by the Perim Coal Company to assist vessels to find their way into the harbour for coaling purposes ; it was not required for the general trade passing through the Straits, and the Government of India were not under any call to relieve the Company of the cost of efficiently maintaining it. In July 1900 the Chamber was favoured with copies of correspondence that had passed between the Executive Council of the Chamber of Shipping of the United Kingdom and Her Majesty's Secretary of State for India, from which it appeared that the Government of India had subsequently expressed its willingness to bear a reasonable share of the cost of the desired improvements, but considered that the Imperial Treasury ought also to contribute, as the work would not be for the exclusive benefit of India, but for the safety of navigation between this country and many parts of the world. It seemed, however, that the Lords of the Treasury found themselves unable to provide any funds for the purpose.

In addressing the Chamber of Shipping of the United Kingdom on the subject—under date 9th August 1900—the Committee stated that they did not agree with the authorities in India that the light in question was not required for the general trade passing through the Straits, as enquiries instituted by them showed that the Balfe Point Light was recognised by the Admiralty and advised by them to mariners as a guide to navigation. The Committee accordingly suggested that as the India Office was unable to hold out any hope that the Government of India would consent to bear the whole cost of the necessary expenditure, the Chamber of Shipping of the United Kingdom should again approach the Home authorities with a request that, as the Government of India were willing to bear a reasonable share of the expenses, the remainder should be provided from the Imperial Treasury, at the same time impressing upon the Home

authorities the urgent necessity of improving the light in question in the interests of British commerce generally with other parts of the world.

Under date 22nd September 1900, the Secretary to Government, Marine Department, Bombay, informed the Chamber, with regard to the general question of improving the lights in the Red Sea, that information had been received from the Home Government to the effect that the Ottoman authorities had begun the construction of four lights, and that it was understood that these lights would be set up at Mocha, Abu Ail, Zabeyr and Jebel Teir.—(*Appendix* **Z.**)

HAJAMRI BEACON.

On 13th June 1900, the Chamber was favoured with a copy of a Memorandum from the Commissioner in Sind—dated 17th May 1900—in regard to the replacement of the Hajamri Beacon near the mouth of the River Indus, and the Chamber was asked to furnish Government with its opinion as to whether the beacon was of sufficient importance to render its replacement necessary in the interests of the shipping, and, if so, whether the less expensive of the two proposals referred to in the Commissioner's Memorandum would meet all requirements. The Memorandum in question stated the Beacon referred to,—an ancient land mark,—which used to be 95 feet high and was visible for 25 miles, was in January 1900 found to have collapsed owing to the action of the sea. A temporary beacon consisting of a single spar, 30 feet high, had been erected about one mile inland and three miles south of the original Beacon site, and the fact was intimated to mariners in the usual way. The Port Engineer of Karachi, who had been in correspondence with the Commissioner in the matter, considered that it would cost about Rs. 6,000 to erect a Beacon similar to the original one, while it would be possible to make the present spar beacon permanent by founding it on a stone foundation at a cost of about Rs. 700. It was on these alternative proposals that the Chamber was requested to advise Government.

On receipt of the papers the Committee consulted the shipping members of the Chamber who were directly interested in the matter, and the minutes recorded showed that the majority, while admitting that the Hajamri Beacon was of little use to their steamers, favoured the less expensive of the two proposals referred to in the Commissioner's Memorandum. The Committee, under date 6th July 1900, accordingly addressed Government to this effect, adding that as parties trading in Country Craft were the most interested in the proposals referred to, it would be well for the authorities, before final orders were passed, to obtain their views in the matter also.—(*Appendix* **AA.**)

COMMERCIAL INTELLIGENCE.

Under date 3rd September 1900, the Chamber was favoured by the Government of India with a copy of a Notification regarding the establishment of an Intelligence Branch in the Commercial Department of the Board of Trade. This Branch has been established with a view to meet the constantly increasing demand for prompt and accurate information on commercial matters, so far as it can be met by Government action. In deciding to establish this new branch, the Board of Trade have been largely influenced by the recommendations contained in the Report of a Departmental Committee composed not only of representatives of the various Government Departments concerned, but also of prominent representatives of commercial interests, which was appointed by Mr. Ritchie, the President of the Board, in July, 1897. The Committee referred to was requested to consider and advise (1) as to the best means of collecting and of disseminating among those interested prompt and accurate information upon commercial subjects, and (2) as to the collection of samples, especially of goods of foreign manufacture competing with British productions, and the exhibition of such samples to manufacturers and traders in this country. As a result of their deliberations the Committee recommended under head (1) the establishment of a new office,

under the Board of Trade, on lines which the Board have followed generally in the creation of the Intelligence Branch, and this branch is consequently intended to become a centre at which information on all subjects of commercial interest shall be collected and focussed in a form convenient for reference. In addition, it will be the duty of the Branch, as far as circumstances permit, to afford information in reply to all inquiries on commercial matters which may be addressed to it, whether written or verbal. The new office which is temporarily housed at No. 50, Parliament Street, London, S. W., was opened on the 23rd October 1899 ; its principal officer (under the Comptroller-General of the Commercial, Statistical, and Labour Departments of the Board of Trade) being Mr. T. Worthington, who recently acted as Special Commissioner to the Board in an inquiry into the condition and prospects of British trade in certain South American countries. The "Intelligence Branch" will endeavour, on application being made to it, to supply information with regard to the following subjects, *viz.* :—Commercial Statistics ; Matters relating to Foreign and Colonial Tariffs ; "Excise" and "Consumption" duties ; Port, Harbour, and Tonnage dues, and other charges on Shipping ; Customs Regulations ; Consular Fees ; Forms of Certificates of Origin ; Regulations concerning Commercial Travellers ; Trading Licenses ; Foreign and Colonial Contracts open to Tender ; Foreign and Colonial Bounties ; Lists of Firms engaged in particular lines of business in different localities ; &c., &c. An Inquiry Room, at which copies of official publications, directories, and other works of reference may be consulted, is reserved at the offices of the Branch for the convenience of personal applicants. The "Board of Trade Journal" will be the principal medium through which intelligence collected by the Branch and intended for general information will be conveyed to the public. The journal, which has up to the present been issued monthly at the price of 6*d.*, is now issued weekly, at the price of 1*d.* It is intended shortly to give effect to the

recommendations of the Committee referred to above in respect of the collection and exhibition of samples, and the arrangements necessary to enable this to be done are now under the consideration of the Board of Trade.*

CONDITION OF THE WHANGPOO RIVER AND OF THE WOOSUNG BAR.

The representation made by the Chamber to Government in the above matter—under date 26th October 1899—more particularly in regard to the constitution of a Conservancy Board, by which it was proposed that the remedial measures suggested by the Shanghai General Chamber of Commerce should be carried out, was in due course forwarded by the Government of India to the Secretary of State, and on 24th March 1900, the Government of Bombay informed the Chamber that in a despatch received from the India Office it was intimated that the scheme for establishing a Conservancy Board was receiving the support of Her Majesty's Government.—(*Appendix* **BB.**)

LATE DELIVERY OF PIECE-GOODS.

The correspondence that was opened with the Manchester and Glasgow Chambers of Commerce on 13th January 1900, on the above subject, continued during the year, but has not so far resulted in the adoption of any practical measures. Addressing the Committee on 9th March 1900, the Manchester Chamber stated that it was fully conscious of the importance of the subject and had endeavoured to bring clearly before Merchants and Manufacturers the serious evils arising from delays in delivery, and had urged the necessity of a stricter adherence to the terms of contracts in respect of deliveries. The risk of occasional and unforeseen delays was unavoidable, such as those caused by breakdown of machinery, strikes of work-people, etc., but there

* See also page 126.

appeared to the Manchester Chamber to be no doubt that irregularities in delivery had been unusually numerous, especially in the case of manufacturers who did not spin the yarns they used, and were dependent upon the punctual supply of yarns bought from spinners. In the correspondence which ensued on the subject between the Manchester and Blackburn Chambers, the former body urged the adoption and more exact observance of terms and conditions of delivery in all contracts between manufacturers and spinners, as well as between merchants and manufacturers. The Manchester Chamber also recommended, as a simple method of ensuring the punctual execution of such contracts, the insertion of a clause providing for the reference of disputes to the adjudication of the Tribunal of Arbitration of the Manchester Chamber which had, for many years, been the means of satisfactorily settling similar differences. The reply from the Glasgow Chamber was not so encouraging. Writing under date 15th March 1900, it stated that complaints of a similar nature were rife in other trades as well, and sometimes goods were paid for and makers were unable to fulfil their contracts for several months. The Glasgow Chamber considered that no practical beneficial results would arise from interference on the part of such bodies as Chambers of Commerce, between competent buyers and competent sellers, the only recourse being to sue the defaulters for damages at common law. This, the Glasgow Chamber stated, was the course adopted at Home, and if Indian traders wished to make their cases more complete, they should stipulate, in giving out their indents, that a certain penalty must be paid for every month's delay, and that after a certain delay, the order would be cancelled and a *solatium* paid at a certain percentage, but it should be made clear that this was a condition of the order, and that the parties were not to book the order unless they agreed to the conditions.

On receipt of the above replies, the papers were circulated among the members of the Chamber, and in accordance with the generally expressed wishes of the firms consulted, a Special Committee was appointed to consider the matter. The papers

were in due course laid before the Special Committee who, after discussing the points brought to their notice, came to the conclusion that, pending further action, the Manchester Chamber should be requested to furnish copies of any further communication it might have received from the Blackburn Chamber, as also any other correspondence that had subsequently passed on the subject. It was also recommended that the Bombay Chamber should not approve of all disputes being referred to the Tribunal of Arbitration in Manchester.

Acting on the above suggestions the Committee addressed the Manchester Chamber of Commerce on 14th June 1900, and with regard to the suggestion about the insertion of a clause in contracts, providing for the reference of disputes to the adjudication of the Tribunal of Arbitration referred to above, the Committee stated that they were not in favour of *all* disputes being dealt with in this way.—(*Appendix* CC.)

TONNAGE SCALE.

No fresh tosts have been made by the Chamber since the publication of the Report for 1899. It will be remembered, however, that the scale for Crushed Bones, which had been previously measured, was confirmed, in accordance with ascertained measurements, at the Annual General Meeting held on 14th February 1900, namely, Crushed Bones (as per standard A preserved by the Chamber) 11 cwts. to the steamer ton ; Crushed Bones (as per standard B preserved by the Chamber) 14 cwts. to the steamer ton) ; Crushed Bones (as per standard C preserved by the Chamber) 17 cwts. to the steamer ton.

PROPOSED AMALGAMATION OF PRESIDENCY BANKS.

In the Report for 1899 will be found the correspondence that passed between the Chamber and Government in regard to the project of establishing a Central Bank for all India by means of amalgamating the Presidency Banks. Since the despatch of the

Chamber's letter to the Government of India on 20th December 1899 no further official communication has been received by the Committee in the matter, but it may interest members to read what was stated by Mr. C. E. Dawkins, late Finance Minister, in the Financial Statement for 1900-1901. Mr. Dawkins wrote :—

"The discussion of the banking situation to my mind has been of great utility, and I cannot believe that the discussion, to which valuable suggestions have been contributed from many quarters, and in which the public has taken so much interest, will not, sooner or later, result in some important improvement. The Government of India for its part carefully considered the various representations and arguments that have been made, and has submitted comprehensive recommendations to the Secretary of State. No answer has yet been received, nor, considering the importance of the subject and the shortness of the time, could an answer have been received. As anything which can elucidate the subject is not amiss, I may perhaps, before leaving the question, offer one explanation. Considerable criticism has been directed against the proposed project of a 'State Bank.' It was not unnatural, perhaps, that some misconceptions should arise until the exact recommendations of the Government are made public. But, on the other hand, nothing has been stated by the Government, nothing was said by myself, when I had the honour to explain in Council, in answer to the Hon'ble Mr. Arthur, the suggestions I should make to Government, on which an allegation could be founded that the creation of a State Bank was contemplated. It is right to say this to remove the apprehensions that have been expressed in certain quarters of State intervention, State competition and other unspeakable horrors. What I then said I would suggest to Government for consideration was that a Central Bank of India, with branches possessing large local autonomy, might be formed by the amalgamation of the three Presidency Banks ; that this Bank might, under certain conditions, and restrictions, have access to London ; and that to this Bank, as to an Agent, might (though this is not an essential condition)

be entrusted the management of the Paper Currency. The arrangement as regards the note issue would be analogous to that which obtains in England. As regards its banking side, the Bank would have, as the Presidency Banks have now and as the Bank of England has now, the custody, at any rate to a large extent, of the public balances; and as in the case of the Bank of England, the profit derivable from the Government balances would be considered in fixing the remuneration of the Bank for doing the public business." If anybody cares to call a Bank framed on these lines, a Bank in which the Government holds no shares, on whose Board it has no Director, in whose banking profits it has no interest—if there is anybody who desires to term such an institution a State Bank, and to detect behind it the gruesome spectre of State competition, of course he is at liberty to do so. But he must then be equally prepared to call the Bank of England a State Bank, which it notoriously is not in the accepted meaning of language."

CHIEF COURT OF LOWER BURMA.

The appointment of a member of the Indian Civil Service to be the Chief Judge of the New Chief Court in Lower Burma, led to memorials of protest being submitted to the Government of India by the Rangoon Bar Association, the Rangoon Chamber of Commerce and the Rangoon Trades Association.

The Rangoon Chamber, in forwarding the papers on 7th May 1900, invited the co-operation of the Bombay Chamber in the matter, but the Committee were not in favour of taking any action and replied accordingly under date 11th May 1900.

The reasons assigned by the Government of India in June 1900 for the appointment of a member of the Civil Service as Chief Judge were, briefly, that the judicial experience of such an official who had run to the rank of Commissioner of a Division in Burma was thoroughly adequate to the duties of Chief Judge, while that knowledge of the Province and its people in which he would necessarily excel were more valuable than mere ex-

perience at the Bar, both for the inspection of Subordinate Courts in the interior and for the hearing of appeals coming up from the Provincial Courts.

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

The question of the levy of fees for the inspection of vessels sailing from plague-stricken ports in India on Sundays and on the four closed holidays (New Year's Day, Good Friday, the Queen's Birthday and Christmas Day) again came under the consideration of the Government of India during the year, and on 3rd November 1900 the Bombay Government informed the Chamber that it had been decided that the fee levied in the case of cargo and mail steamers at all ports in India and Burma and for all vessels at the Ports of call in the Madras Presidency would be Rs. 25 ; and that in the case of ordinary passenger steamers at ports outside the Madras Presidency the fee should stand at Rs. 50. Mail steamers, for the purposes of these rules, would be considered to include only those under contract to sail on Sundays or the specified holidays. The Government of India also decided that similar fees should be levied in the case of vessels arriving from infected ports at clean ports in India.

It may be mentioned that the above orders supersede those notified to the Chamber by the Bombay Government, under date 10th February 1900—namely, that a fee of Rs. 75 should be charged for the inspection of vessels leaving the Port of Bombay on Sundays, New Year's Day, Good Friday, the Queen's Birthday or any other day specially declared by the Government of India to be a general holiday.—(*Appendix* **DD.**)

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, 1900.

The Council of the London Chamber of Commerce, who were responsible for the organisation of the three Congresses of Chambers of Commerce of the Empire held in 1886, 1892 and

1896, decided in July 1899 to organise a similar Congress to be held on the 26th, 27th, 28th and 29th June 1900. The Bombay Chamber was in due course invited to nominate delegates, and the Committee accordingly nominated Mr. A. Abercrombie and Mr. R. H. Macaulay to attend the sittings on behalf of the Bombay Chamber.

At a later date the Committee were favoured with copies of the Resolutions adopted by the Congress, in respect of the various subjects discussed at the meetings. In regard to Imperial Telegraphic communication, the following resolution was passed :—"That this Congress desires to call special attention to the necessity of completing the All-British Pacific Cable, not only on commercial grounds, but in the interests of the Imperial security. That this Congress recommends that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important matter of electrical communication between the United Kingdom, India and the British Colonies and Dependencies on a footing commensurate with the present conditions of Inter-Imperial and Colonial relations. That copies of this Resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, the Secretary of State for India, the Secretary of State for the Colonies, the Post-Master General, and the Governors of the self-governing Colonies, urging that every reasonable opportunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with the view to an immediate and satisfactory solution being found for the very serious grievances under which the Commercial and Industrial Communities of the Empire have been labouring for some time past. That in view of the great object to be attained, this Congress is strongly of the opinion that it would be a wise policy to make full provision for ultimate State ownership in any arrangements hereafter made to lay cables, by private Companies, between British Possessions in any part of the globe. That this Congress recommends that the principle of State

ownership be especially provided for in the cable proposed to be laid by a private Company between South Africa and Australia. That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, promised by the Government, into both the shortcomings and the merits of a private system of cables, and consequently into the desirability or otherwise of adopting such a course or policy in the future as would lead to the ultimate expropriation of private cables, and the establishment of State-owned cables throughout the Empire, and to report thereon, at the earliest opportunity, such report to be accessible to the public.

In regard to the lighting of the Red Sea—another topic in which the Bombay Chamber has for many years taken keen interest—it was resolved "that in the opinion of this Congress the provision of further lights in the Red Sea, and improvement of some of those already existing, is a matter of the highest importance to the interests of the Empire, that representations be accordingly made to Her Majesty's Government for the immediate construction, either with or without the assistance or concurrence of the Ottoman Government, of lighthouses at Mocha, Zebeyr, Abu Ail, and Jeb-il-Tir, or the placing of lightships at the points named. Also for the improvement of the present Balfe Point Light, or the substitution of a better one on the Island of Perim, as a guide to vessels using the wider passage of the Straits of Bab-el-Mandeb."

BRITISH COMMERCIAL AGENTS.

By the courtesy of the Government of India the Chamber was favoured on 26th June 1900, with a copy of a Notice by the English Foreign office regarding the appointment of Mr. Henry Arthur Cooke, Mr. John C. Milligan, Mr. E. Seymour Bell, and Mr. E. H. Melville to be British Commercial Agents in Russia, Switzerland, the United States, and Central America respectively, for an experimental period of two years. Mr. Cooke's address is—Malo-Znamenski per, House Mishin 2, Moscow.

The head-quarters of the other Commercial Agents have been fixed at Zurich, Chicago, and Guatemala. The business of the Agents will consist in watching and reporting on the commerce, industries, and products of special districts, and in answering inquiries on commercial subjects. Individual firms applying for information will have to pay the prescribed fees as hereafter stated. Communications intended for the Commercial Agents may be addressed to Her Majesty's Ambassador at St. Petersburg or Washington, or Her Majesty's Minister at Berne or Guatemala, as the case may require, in order that the proper fee may be assessed and levied before the desired inquiry is proceeded with. Simple inquiries can be addressed direct to the Commercial Agent, accompanied by the fee of 5*s*. The following is the scale of fees to be charged by Her Majesty's Diplomatic Missions in consideration of services rendered by Commercial Agents in making inquiries for private firms:—For ordinary inquiries 5*s*., for inquiries involving reports as to trades or individuals £1. 1*s*. and for extended inquiries at the discretion of the Ambassador or Minister not in any case to exceed three months £2. 2*s*. to £5. 5*s*. If journeys are undertaken the fees will be—(1.) For Agent's services per day £1 1*s*. (2.) For Agent's services for every broken day 10*s*. 6*d*., (3.) Subsistence per night £1. 1*s*., together with actual expenses of locomotion. All fees above 5*s*. are to be prepaid.

The method employed for levying the fees will be as follows:—In case of an inquiry addressed to the Agent which can be answered forthwith, and for which the lowest fee would be charged, he can reply at once requesting that the sum of 5*s*. may be sent to the Embassy or Legation. He will transmit to the Mission lists of inquiries so answered in order that the payments may be checked, and demanded if not already made. If the fee has been sent with the inquiry he will remit it to the Embassy or Mission. In cases of inquiries for which fees of £1. 1*s*. and upwards are to be charged, the Agent will forward the information to the Mission for transmission thence in exchange for the fees which may, according to circumstances, be

required before the answer is given. In cases requiring research or a journey the Agent will report to the Ambassador or Minister, who will decide whether an offer should be made to procure the information, and, if so, on what terms; or whether it should be stated that the information cannot be procured.

IMPERIAL INSTITUTE.

The Chamber was invited by the Government of India, on 8th June 1900, to nominate a representative to serve on the Governing Body of the Imperial Institute, London, for the year commencing 23rd July 1900. The Committee accordingly addressed Sir Frank Forbes Adam, K.C.I.E., Manchester,—who has been good enough to represent the Chamber for many years—and on his consenting to serve for a further period, the Committee communicated his name to Government in the usual way.

The Committee are indebted to the Imperial Institute authorities for a copy of a Memorandum containing an authentic account of certain modifications in the arrangements at the Institute. They are also indebted to Government for copies of papers regarding the relations which the Indian Section of the Imperial Institute bears towards the Treasury and towards the Governing Body of the Institute; and the arrangements between Her Majesty's Government, the Imperial Institute and the London University for transferring a portion of the buildings of the Imperial Institute to the London University.—(*Appendix* **EE.**)

COTTON DUTIES AND TARIFF ACTS.

Several minor changes have taken place in the Import Tariff Schedule during the year and were notified to the public by the Government of India from time to time. In November 1900, Mr. J. E. O'Conor, C. I. E., Director-General of Statistics to the Government of India, visited Bombay with a view to a general revision of the Tariff. Mr. O'Conor consulted the Committee

in regard to the various changes, and on 24th December 1900 the Department of Finance and Commerce published the amended schedule, which, for the information and guidance of members, is embodied in *Appendix* **FF**.

TRADE WITH PERSIA.

Under date 1st December 1900 the Finance and Commerce Department of the Government of India published a Memorandum on the subject of the arrangement arrived at with native Merchants trading in South Persia for the payment of import and road dues on goods brought into Persia *via* the Southern Ports. The Memorandum states that the duty imposed on exports and imports according to the Russo-Persian Treaty of 1828 is 5 per cent. *ad valorem*. This duty is applicable (under the most-favoured-nation clause of their treaties) to the commerce of other nations with the exception of Turkey. Turkish subjects pay 6 per cent. on imports and 12 per cent. on exports with the exception of tobacco and salt which pay 75 per cent. Goods imported or exported by Persian subjects pay a reduced duty varying according to the provinces* and the nature of the goods. Foreign merchants pay no other tax (such as a trade or profession tax) with the exception of the rahdari : *i.e.*, a tax on loads carried on the public roads. It is argued that this tax is not such a charge on foreign commerce as is forbidden by the Treaty, but is similar to the internal charges levied in European countries such as the "octroi" and is therefore justifiable under the general usage of nations. The "rahdari" varies in different provinces. Efforts have been made, however, by the new Customs Administration to impose a uniform Tariff calculated on the distance the goods are carried. At present, (and for the last year) the tax has been reduced to a uniform charge, irrespective of distance, of 22 shahis per load of 40 batman (=5*d*. per 260lbs. or about $\frac{1}{10}$ per cent. on ordinary cotton goods) on all goods accompanied by a document (javaz) showing that the 5 per cent. duty has been paid at the port of entry. This is a sensible reduction on the former system by which the duties

* Probably "*provenance*," i.e. source.

paid amounted in some cases to 10 per cent. of the value of the merchandize. The Government proposed to the Persian merchants in the South a modification of the existing tariff by which native merchants would pay 5 per cent. at the port of entry and 22 shahis per mule load ; with 2½ per cent. on exports (with the exception of certain products such as opium, cereals and animals). Some merchants have accepted this proposal ; others, however, have preferred to submit to the former system paying a reduced tariff at the port of entry (from 2 to 4 per cent. according to the nature of the goods) and paying in addition the former rate for rahdari on internal transport. It is probable that in time the new system will be generally adopted. The Government does not gain in point of revenue but there is a manifest advantage in the simplification of the conditions of import trade, (foreigners and natives being so far as regards imports put upon the same footing). For Foreign goods imported at Bushire and brought to Teheran the charges are 13 Krans for a javaz and Consular Pass (one javaz for all goods cleared at the same time) and a charge of about 11 shahis per load at Shiraz, Ispahan, and Teheran respectively on clearance from the local Custom Houses and 22 shahis per load rahdari if the javaz is no more than eight months old. The total cost would come to considerably under 1 per cent. on common cotton goods, *e.g.*, Kshak drill, or, including carriage and duty, about 25 per cent. on such goods imported *via* Bushire to Teheran in the summer season.

Major G. Chenevix-Trench, Her Britannic Majesty's Consul in Siestan, addressed the Chamber on 9th September 1900, on the subject of the measures which he proposed to take for encouragement of British trade in Persia by way of the Quetta-Siestan route. The Committee expressed their appreciative recognition of the energetic and practical efforts that were being made in this direction, and with the view to encouraging British trade, they forwarded, at Major Trench's request, a variety of samples of merchandise,—consisting of piece-goods, woollens, &c.,—together with particulars of the Bombay market price in each case and cost of transit by sea and rail to destination.—(*Appendix* **GG.**)

REPRESENTATION OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

In accordance with Rule II of Notification by the Government of Bombay, dated 9th March 1895, the Secretary to Government, Legislative Department, requested the Chamber, on 28th February 1900, to recommend to His Excellency, for nomination as an additional member of His Excellency's Council for making laws and regulations, a person elected by the Chamber. In terms of the rules passed at the general meeting of the Chamber held on 10th May 1895, the usual balloting took place on 19th March 1900, and resulted in the election of Mr. William Greaves (of the Firm of Messrs. Ewart, Latham & Co.) who had in the interval been appointed Chairman of the Chamber. Mr. Greaves' nomination was in due course submitted to Government, and he was appointed to the Council by His Excellency the Governor.

COMMERCIAL RELATIONS BETWEEN GREAT BRITAIN AND GERMANY.

Intimation was received by the Chamber from the Bombay Government, under date 28th July 1900, that the existing provisional arrangement regulating the commercial relations between Great Britain and Germany had been prolonged for one year from the 30th July 1900.

TOWN DUTIES.

On 12th June 1900 the Chamber was consulted by the Bombay Municipality with regard to the proposed amendment of the Municipal By-laws respecting the payment of Town Duties. It was pointed out that by Rules I and II in the case of refund on grain, etc., exported by rail, the production of the Import Bill is obligatory before any refund can be allowed in respect of any such exportation, but that by Rule XI. in the case of export of grain by sea, the production of the Import Bill is dispensed

with, and that refund can be obtained without such production. The Chamber's opinion was invited on the advisability or otherwise of rescinding Rule XI and thereby enforcing the production of the Import Bill before refund of Town Duty could be claimed in respect of exports by sea also.

The matter having received the careful consideration of the Committee, a letter was addressed to the Acting Municipal Secretary, dated 22nd June 1900, stating that the Chamber was not in favour of any alteration being made in the present system of granting refunds on grain exported by sea. It was submitted that the production of the Import Bill in the case of grain exported by rail was not attended with the trouble that would be involved in the case of shipments by sea, the reason being that cargo before being finally shipped passed through several hands, and discrepancies would in consequence often occur between declaration and export marks, in which case the refund would probably be forfeited. The new system would therefore lead to merchants being unnecessarily harassed, and the uncertainty of recovering refunds would also, the Committee submitted, tend to hamper the sea-borne trade of Bombay.—(*Appendix* **HH.**)

LONDON DOCK CHARGES.

The Madras Chamber of Commerce, under date 12th January, 1900, enquired of the Committee whether it was their intention to take any action regarding the circular by which the London Chamber of Commerce had in the previous November invited the co-operation of certain Associations in opposing certain Bills which the London and India Docks Joint Committee had it in contemplation to introduce into Parliament.

Replying on 25th January 1900, the Committee stated that they did intend taking any action in the matter.

The correspondence submitted showed that the attention of the London Chamber had been called to the notice of an application made by the London and India Docks Joint Committee for leave to introduce Bills into the House of Commons for the

following amongst other purposes: (*a*) Amalgamation, and (*b*) Repeal or alteration of provisions in Acts relating to the two companies represented on Joint Committee conferring exemptions from rates and charging in respect of lighters, barges or other craft discharging or receiving ballast or goods in Docks, etc., and in respect of such ballast or goods. At a meeting of the members of the London Chamber and others interested a Resolution was passed for the purpose of opposing these Bills in Parliament, as being contrary both to the custom which has obtained for a century, and to a legal decision recently given in the case of the "Burham Brick Line and Cement Company Limited, *vs.* The London and India Docks Joint Committee," which was brought into Court by the Cement Trade Section of the Chamber, under a special guarantee fund raised for the purpose.—(*Appendix* **II.**)

HORSE AND CATTLE DISEASE.

The Chamber was favoured on 24th February 1900 with a copy of the orders published by the Government of Queensland with regard to the precautionary measures adopted in that Colony for disinfecting horses prior to their shipment to India. These orders state that horses can only be shipped to India from the ports of Brisbane, Gladstone, Rockhampton, Bowen and Townsville, at each of which is stationed a Government Veterinary Inspector, who is a member of the Royal College of Veterinary Surgeons. Before the horses reach the port of shipment, they are examined by the District (inland) Inspectors, and travel to port on the Inspector's permit. If they come from a district in which cattle ticks have been known to exist, they are, before being moved, thoroughly dipped or disinfected, and on arrival at the port of shipment are twice disinfected by the Government Veterinary Inspector at that place. The latter officer then issues his certificate that the horses are free from disease or infection.

These orders were accompanied with a Notification by the Government of India prescribing the measures to be taken for

the inspection of all shipments of Queensland horses on their arrival at an Indian Port. The papers were in due course circulated to members of the Chamber interested in the matter.—(*Appendix* **JJ.**)

BOMBAY PORT TRUST.

The question raised by the Bombay Municipality, as to the propriety of calling upon the Port Trust, as one of the public bodies interested in the suppression of plague, to contribute to the expenditure incurred by the Municipality upon that object, engaged the attention of the Bombay Government during the year. Government considered it was undesirable to require the Port Trust to undertake to share a liability incurred by the Municipality, the amount of which might be indefinite. At the same time it was considered that the Port Trust might fairly be called upon to afford some aid to the Municipality. By clause (3) of Section 36 of the Bombay Port Trust Act, as amended by Section 145 of the City of Bombay Municipal Act, 1888, the Port Trust was allowed a rebate of 10 per cent. on the general tax leviable by the Municipality. Government considered that this rebate was excessive and might be reduced to 5 per cent. with fairness both to the Municipality and the Port Trust. Bill No. IV. of 1900 was accordingly drawn up on 19th June 1900 in order to amend the original Act in respect of this provision.

It seemed to the Committee that the Bill in question, if passed into law, would establish a principle which would be contrary to what, they have always understood, had been maintained by Government and that the increased taxation, apart from assisting the Municipality in carrying out functions which legitimately belonged to it, would open the door to further calls being made in the future on the Trustees' revenue. It had also to be borne in mind that the Bombay Port Trust was a body formed solely for the purpose of fostering trade ; and was not a profit earning institution ; further, that when its receipts showed an appreciable net increase, a corresponding advantage was secured

to the trade by the lowering of dock-dues and other charges appertaining to the Port. It seemed, therefore, to the Committee, in addressing Government on 5th September 1900, that any extra taxation of the character contemplated by the Bill under reference would have the effect of deterring the Trust from allowing similar facilities in future ; and the consequent increase in Port charges which would ultimately ensue, with a view to balancing the income and expenditure of the Trust, would, it was submitted, not only be an additional burden on importers and exporters, but would tend to check the development of the trade of the Port. In England, the Committee pointed out, Harbour Trusts have been separated from Corporations because it was contended, and with good reason, that the revenue derived from the rivers and waterways, instead of being used for lighting and paving streets, should be utilized solely for the benefit and expansion of trade ; and that a like view was entertained by Government in regard to the Bombay Port Trust was evident from what transpired in 1883 and again in 1887 when the question of the assessment of Port Trust property was under consideration. The Committee submitted, that the principle on which the present rebate was allowed to the Trust was affirmed when the Hon. Sir Raymond West, in speaking at the Legislative Council meeting in March 1888, stated that : " Though the Port Trust realises " very great sums, they have only quasi beneficial occupation; it " may be called upon to contribute to the general fund of the " Municipality, not so much as the private property owner, but " something more than Government. A medium line has been " drawn for it between Government and private property owners " in this respect : Government 80, the Port Trust 90, and the " private owners 100 per cent." The Committee therefore contended that no just cause had been shown to justify Government going back on the conclusions come to in the year 1883-1887, and they failed to see why the Port Trust should be singled out to pay an increased percentage of the expenses incurred by the Municipality in the suppression of plague. They accordingly deprecated any change in the policy hitherto pursued by Government in respect of the two institutions.

The amending Bill was ultimately passed into law notwithstanding the objections raised.—(*Appendix* **KK.**)

CERTIFICATES OF ORIGIN.

The Committee are indebted to the Government of India for a copy of the Resolution issued by the Department of Finance and Commerce, under date 12th October 1900, embodying a Despatch from Her Majesty's Secretary of State for India, (together with its accompaniments) respecting the extension of the Anglo-French Certificate of Origin arrangement to the Colonies. The Notification was in due course circulated for the information of members of the Chamber.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

Under the rules passed by the Chamber in 1885, in connection with piece-goods disputes, 21 cases were submitted to and decided by the Committee during the year 1900.

One special arbitration only was referred to the Committee on 24th July 1900, the parties being Messrs. Ralli Brothers and Messrs. Volkart Brothers. The point at issue was as regards the scale at which a certain consignment of Crushed Bones should be taken for shipment per s. s. "Madagascar."

A Sub-Committee was, in accordance with the Chamber's rules, appointed to deal with the matter, and the members thereof having compared the sample of the Crushed Bones forming part of the shipment with the standard grades preserved by the Chamber, it was decided that the consignment in question should be taken in accordance with Standard A, namely, 11 cwt. to the steamer ton, although the Sub-Committee considered that the sample submitted was slightly heavier than the grade mentioned.

SAMPLES OF ASBESTOS AND OTHER MINERALS FROM RAJPUTANA.

The First Assistant Agent to the Governor-General, Rajputana, was good enough to forward to the Chamber, on 25th June 1900, various samples of Asbestos and other minerals

recently discovered in the forest areas of the Ajmer-Merwara District in Rajputana, accompanied by a descriptive list of the minerals.

Members of the Chamber were in due course advised of the receipt of the samples, and were invited to inspect them in the rooms of the Chamber. At a later date the specimens were handed over to the Victoria and Albert Museum, situated in the Victoria Gardens, as the Chamber had no suitable accommodation for their preservation.

BOMBAY IMPROVEMENT TRUST.

Under the provisions of Sections 11 and 12 of the City of Bombay Improvement Act, the Committee appointed Wednesday, and Thursday, 14th and 15th March 1900, for the purpose of balloting for a representative of the Bombay Chamber of Commerce to serve on the Board of the Bombay Improvement Trust in place of the member whose term of office was due to expire on 31st March 1900.

The ballot which took place on the dates mentioned resulted in the election of Mr. J. M. Dick, of the firm of Messrs. W. & A. Graham & Co.

In September 1900 Mr. Dick resigned his seat and a fresh ballot which under the rules took place at the offices of the Chamber on 4th and 5th October 1900, resulted in the election of Mr. F. C. Rimington, Managing Director, Bombay Tramway Company, Limited.

PLAGUE AND QUARANTINE RESTRICTIONS.

The regulation laid down by the Principal Medical Officer, Madras Command, in regard to the disinfection of woollen blankets manufactured in India, was brought to the notice of the Chamber in the early part of the year, and led to a representation being made to Government, under date 1st February 1900, with the view to the removal of the prohibition against the importation of similar goods into Madras. In a previous com-

munication (10th March 1897) addressed by the Chamber to the Local Government, the Committee called attention to the institution of similar regulations by the Medical Board of Calcutta in regard to the import of woollen goods from Bombay, and in the letter addressed by the Government of Bengal to the Bombay Government—No. 3142M, dated 5th June 1897—it was laid down that baled goods were not required to be disinfected prior to exportation from Bombay. The Committee accordingly requested Government to take such steps as would remove the restrictions which the Madras authorities wished to impose in respect of goods arriving at that port.

Under date 28th June 1900, the Bombay Government favoured the Chamber with a copy of a communication from the Government of India, No. 3188D, of 19th May 1900, in which it was stated that the instructions referred to—which were presumably issued to the Commissary-General of the Command under the authority of the Lieutenant-General Commanding—were found to be unnecessary, and that an intimation to this effect would be sent to the proper authority.

The Committee also addressed Government on 25th April 1900 with regard to the restrictions then in force at Aden in connection with cargo arriving from plague-infected ports. The information before the Committee was to the effect that the landing of cargo from steamers at the private wharves had been forbidden and that all cargo had to be taken to Slave Island, which, it was represented, was a considerable distance from the shipping and could only be approached by a temporary wooden erection, partly fixed and partly floating. This arrangement caused much inconvenience to traders, necessitated extra expenditure, and was so impracticable that some steamers refused to carry cargo to Aden. All cargo—including grain and food stuffs—was subjected at Slave Island to 14 days' exposure to the sun for disinfection purposes, after which the cargo had to be re-shipped and brought to the wharves in the Settlement to be taken delivery of. The Committee invited the attention of

Government to the Notification No. 2536 P, dated 11th April 1899, regarding the measures adopted at Colombo in connection with the treatment of healthy vessels arriving at that Port. These measures, the Committee submitted, were by no means so stringent as the regulations in force at Aden in respect of the landing of goods. Moreover, it was submitted that Section IV. of the Venice Sanitary Convention did not include grain and other food-stuffs in the list of commodities which are classed as susceptible to plague and the import of which might be prohibited. The Committee further invited the attention of Government to a communication addressed to the Chamber on 19th February 1897, by Mr. E. H. Hankin, Chemical Examiner and Bacteriologist, North-West Provinces and Oudh, in which it was shown very clearly that the various descriptions of grain and flour usually stored and shipped from Bombay contained no trace of the plague microbe. It seemed to the Committee of the Chamber that the restrictions at Aden were both unnecessary and impracticable, and they expressed the hope that H. E. the Governor-in-Council would be pleased to take such steps as would lead to a modification of the restrictions complained of sufficient to prevent the trade being unnecessarily hampered.

On 14th May 1900, the Bombay Government, in acknowledging the Chamber's letter, stated that a communication had been made to the Aden authorities on the subject and that a reply was awaited.

Subsequently information reached the Chamber that the authorities at Aden had allowed goods arriving from Bombay and Calcutta to be landed at Maala Pier. But it was represented that the accommodation at Maala Pier was wholly inadequate for all Bombay and Calcutta cargo, in addition to the traffic from and to native craft which passed over the Pier. In addressing Government again on 18th May 1900, the Chamber begged that H. E. the Governor-in-Council would be pleased to authorise the landing of cargo at Aden, both at private and public wharves, and added that if Government

could see its way to grant this further concession, it would be much appreciated by the wharf owners and the mercantile community in general.

In the reply received from Government, under date 8th June 1900, it was stated that plague first showed itself in the coolie lines on the wharves belonging to Messrs. Cowasjee Dinshaw and Brothers and Luke Thomas and Co., and these wharves were consequently closed ; after consulting a meeting of leading merchants and Shipping Agents, the Political Resident selected Slave Island. It appeared that that landing place was never used though an expenditure of Rs. 5,000 was specially incurred in constructing a jetty there, and permission to land cargo on Obstruction Pier was given. Nor was the order to expose cargo to the sun for fourteen days made operative. For a short time there was exposure for four days. Finally, the Political Resident permitted cargo to be landed at any wharf, except cargo from infected ports which could only be landed at Maala and no exposure to the sun was enforced. Government added that plague having decreased at Aden, the Political Resident had been instructed to remove all restrictions on the landing of cargo at private and public wharves.—(*Appendix* **LL.**)

ANILINE DYES.

Lieut.-Colonel W. B. Ferris, Political Agent, Mahikantha, wrote to the Chamber on 18th May 1900, stating that there was a large cloth dyeing industry in the Native States of Pethapur and Wasna under his Agency, and that the cloth, after being dyed, was exported in some quantities to Siam and other trans-Indian countries. The Aniline dyes used by the dyers or " Bharsars " are all made in Germany or Switzerland, and he brought the matter to the notice of the Chamber with a view to ascertaining whether it would be possible to introduce English dyes and substitute them for the foreign made article, to which end he promised to give all the assistance in his power. The Political Agent at the same time forwarded to the Chamber ten specimen

labels showing the names of makers, price and colour of the dyes, and added that they were all sold in hermetically sealed tins.

In thanking the Political Agent for bringing this matter to the notice of the Chamber, the Committee, under date 31st May 1900, stated that they would have been pleased to call the attention of members to what he had written, but enquiries showed that Aniline could not be imported from England at the same price as the foreign manufactured article.

DISCHARGE OF COALS UNDER CHARTER PARTIES.

On 19th June 1900 the Agent of the G. I. P. Railway Company forwarded to the Chamber a letter which he had received from the Company's landing Contractors and desired to be furnished with the opinion of the Committee on the point therein raised. The point at issue was as to whether the landing Contractors were bound to supply boats for the discharge of coal on days set aside as Charter Party holidays by the Chamber of Commerce. The Contractors submitted that when they entered into contract with the Railway Company it was on the understanding that no work was to be performed on Charter Party holidays, and that during all the years they carried out the contract, they had not so worked.

The Committee, in their reply, dated 22nd June 1900, stated that in their opinion, the question submitted was one of specific contract between the Railway Company and the landing Contractors. If no mention was made of Charter Party holidays in the Contract, and if for the past thirteen years (as appeared from the correspondence) the Company had tacitly agreed to the Contractors not supplying boats on such holidays, the Committee considered that it was not now entitled to demand the Contractors to supply boats.

WEATHER WORKING DAYS.

The following decisions were given by the Committee as regards working and non-working days for vessels working in the docks during the monsoon months :—

Tuesday, 31st July 1900 .....Non-weather working day.
Wednesday, 1st August 1900 .....Half „ „ „
Monday, 13th August 1900.....Non „ „ „
Tuesday, 14th August 1900..... ..Half „ „ „

ELECTION OF NEW MEMBERS.

The following firms were elected during the year, the number of members on 31st December 1900 being 83 as compared with 82 at the end of 1899 :—

Messrs. Moll, Schutte and Company, proposed by the Agent, Chartered Bank of India, Australia and China, seconded by Messrs. Crawford, Brown and Company.

Messrs. Samuel Fitze and Co., proposed by the Manager, National Bank of India, Limited, seconded by Messrs. Latham and Company.

Messrs. Tribhovandas Vurjeevandas and Co., proposed by Messrs. W. & A. Graham and Co., seconded by Messrs. David Sassoon & Co.

The Agra Bank, Limited, ceased to be members from 1st April 1900.

CONVEYANCE OF MATCHES OVER OPEN LINES OF RAILWAY.

In the circular by the Government of India, No. 1 Railway, dated the 3rd March 1898, certain additions were made to Rule III (7) of Appendix A to the open line General Rules regulating the packing of matches, Lucifer and Vesuvian, and in paragraph 2 of the resolution to the above circular it was also directed that "safety" matches should be held as coming under the definition of "Lucifer" matches and that no distinction should be

observed between "safety" and other matches in regard to packing and other conditions of carriage. Rule 14 of Part II of the open line General Rules declares the following kinds of matches to be dangerous :—(*i*) Congreve, (*ii*) Lucifer, and (*iii*) Vesuvian. The note to Rule III (7) (2) and Rule III (7) (3) of Appendix A to the said rules lays down special conditions for packing "Lucifer" and "Vesuvian" matches only, and requires "Congreve" matches to be packed in accordance with Rule 7 (1) and (2) of the same appendix. As the existing rules do not sufficiently or correctly define the different descriptions of matches, the Governor-General in Council had the matter under re-consideration in connection with the recommendation made in the correspondence from the Government of Burma and the Secretary to the Railway Traffic Conference for the carriage by railway of safety matches in the tins in which they are imported without the protection of outer wooden cases. Matches may be divided broadly in two classes, *viz* :— (*a*) "Matches, non-safety," that is, those which ignite by simple friction, and (*b*) matches, "safety" that is, matches which require to be rubbed on the prepared surfaces on the box which contains them to be ignited. The difference between the two classes of matches is that "matches non-safety," have phosphorus in the composition with which they are tipped, whereas with "matches, safety," the phosphorus is contained in the prepared surfaces on the box. The phosphorus on the "match, non-safety" makes it *easily* kindled by *friction*, whereas the "match, safety," will practically only ignite when rubbed on the prepared surfaces on the box which contains the matches, or on the prepared surface of a box containing matches of similar manufacture, though it may be possible to ignite it with excessive friction apart from such box. In the carriage of "matches, safety" there is considerably less danger than in the carriage of "matches, non-safety."

The Governor-General in Council therefore considers that while the carriage of "matches," should continue to be governed by the rules in Appendix A, Rule III (3) of the General Rules for open lines of railway, the rules for the carriage of "matches, safety," hitherto classed as "lucifer and vesuvian," should be amplified to permit of the carriage by railway of "matches, safety," in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2′×1′×1′, weighing approximately 13½ seers and do not contain more than 120 packets of "matches safety." As the changes and modifications which it was proposed to make were not of a contentious nature, it had been further suggested that, as a matter of convenience, they should be applied to the various railway systems which have adopted the rules, instead of adopting the usual method of requiring each railway administration to apply for leave to adopt them.

In exercise of the powers conferred by section 47 (4) of the Indian Railways Act, IX of 1890, the Governor-General in Council was pleased to sanction the adoption, on all railways whether in British India, in foreign territory, or in Native States, to which the General Rules of 1895 for working open lines of railway apply, of the following corrigenda to the said General Rules which were promulgated with the Government of India circular No. 6 Railway, dated the 12th March 1895, as modified by the Government of India Circular No. 1 Railway, dated the 3rd March 1898 :—

Part II, Chapter III, Rule 14—For the entries—Matches, Congreve, Matches lucifer, Matches, vesuvian, Substitute—Matches, non-safety, Matches, safety, Appendix A, Rule III (7) (2) Note—Delete "(lucifer or vesuvian)," Appendix A, Rule III (7) (3)—Delete "(lucifer and vesuvian)" and add the following at the end of the rule—'Matches, safety," may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages that they do not exceed a limit in size of 2′×1′×1′, weighing approximately 13½ seers, and do not contain more than 120 packets of "matches, safety."

On 29th November 1900, the Committee addressed the Bombay Government seeking further information in regard to Appendix A, Rule III (7) (3). The Corrigendum, it will be noticed, says, "Delete 'lucifer and vesuvian,' and add the following at the end of the rule: matches safety may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages that they do not exceed a limit in size of 2′ × 1′ × 1′ weighing approximately 13½ seers, and do not contain more than 120 packets of 'matches safety.'" The Committee pointed out that if the tins in which the matches in question might be carried were not to exceed a limit in size of 2′ × 1′ × 1′ these tins could not be those in which they are imported, as ostensibly permitted by the rule. For no matches are imported in tins of so small a size which, in point of fact, represents about one-third of the cubic capacity of the tins actually used. It would be virtually impossible, the Committee submitted, to arrange for the adoption of the prescribed size for import purposes and the rule as it stands would not admit of matches being carried in tins of that prescribed size unless they had been imported therein. The words "strong enough as outer packages" would also appear rather ambiguous, and the words "not contain more than 120 packets of matches safety," might be taken as allowing the inclusion of matches or goods of another description. It appeared to the Committee evident that there was some mistake in the drawing of the rule in question, and they accordingly asked Government to favour the Chamber with some explanation of its true meaning.

In acknowledging the Chamber's letter, the Bombay Government stated that the matter had been referred to the Government of India—(*Appendix* **MM**.)

NOTE.—Matches which ignite by simple friction should be considered as coming within the class "matches, non-safety," while those which required to be rubbed on the prepared surfaces of the box which contains them to be ignited should be considered as coming within the class "matches, safety.

COTTON CULTIVATION.

The Survey Commissioner and Director, Land Records and Agriculture, Bombay Presidency, forwarded to the Chamber, on 15th May 1900, sample of "Dorkapas." This species of cotton was once grown to a considerable extent on the *Gorat* soil of Guzarat under the name of Narma and was much prized for its long and silky staple. Since the introduction of European cloth the culture of this cotton has almost entirely ceased and it is now found only in hedgerows, gardens near temples and shrines. It is now mostly used for making sacred threads worn by Brahmins and other high caste Hindus, as well as for making wicks which are burnt soaked in *ghee* by Hindu women before idols, on certain sacred days. In a letter received by the Survey Commissioner from Mr. N. R. Gogte of Dapoli in the Ratnagiri District, it was stated that experiments with crops on a small scale were being made and that he would extend this cotton cultivation provided the cotton could command a ready sale at remunerative prices. He therefore wished to know the count of yarn for which such cotton could be used and the recognised trade variety of cotton with which it could be classed, as also the relative value of the cotton. Mr. Gogte also stated that since the last two years he planted 7½ gunthas of land with Dev Kapus. The plants being young during the first year yielded only five Bombay maunds, that is 140 lbs. In 1900 the same area yielded 224 lbs. of cotton. These plants when once sown last for ten or twelve years, and if they are watered in the hot season they yield a bi-yearly crop once in November and then in April or May. The summer crop is greater and its bolls being larger give out finer cotton. The standard is generally obtained three years after cultivation. Owing to deficiency of water he could not gather the summer crop. If he could, however, water the plants he would certainly get nearly 250 lbs. of seed cotton more.

The sample submitted to the Chamber was duly examined by the Committee who were of opinion that the staple was equal in length, silkiness and fineness to "Fine Surat" cotton and

should realize (when a regular supply is assured) from say Rs. 230 to Rs. 240 per candy of 784 lbs. less 5½ per cent. discount, that is to say from Rs. 10 to Rs. 20 over fine Surat. The Committee further considered that cotton like the sample submitted should spin about 40s. yarn, and they believed mills in Bombay would utilize it readily if supplies could be had in fair quantities.

ELECTION OF PORT TRUSTEES.

On 27th January 1900, the Secretary of the Bombay Port Trust informed the Chamber that Mr. I. M. Shields—who had been granted three months leave in September 1899—had notified his resignation as an elective member of the Board of Trustees. The Chamber was at the same time informed that sanction to Mr. Shields' leave was extended up to the date of the appointment of his successor, adding that Mr. Shields' term of office would, in any case, have expired on 31st March 1900. In view of this explanation, the Committee did not think it necessary to elect a representative for the short period preceding the termination of Mr. Shields' full period of office.

At a later date, and in view of the approaching termination of the usual two years period of office, the Committee took the necessary steps, in accordance with the rules, for the election of representatives in the place of Messrs. R. G. Currie, S. M. Moses, and I M. Shields, and the ballot which took place on 8th and 9th March 1900 resulted in the election of the Hon'ble Mr. William Greaves, Mr. J. M. Dick, and the re-appointment of Mr. R. G. Currie.

On 24th April 1900 the Trust intimated that Mr. J. L. Symons,—another of the Chamber's representatives on the Board—had obtained from the Trustees leave of absence for six months from 21st April 1900, and the Chamber was requested to elect a gentleman to act as a Trustee during that period.

The usual balloting took place on 8th and 9th May 1900 and resulted in the election of Mr. John Stiven (Agent of the Chartered Bank of India, Australia and China).

On 9th May 1900 intimation was received that Mr. A. Abercrombie, who was elected to represent the Chamber on 15th March 1899, had also applied for leave for a period of seven months from 8th May, and the usual ballot which took place on the 22nd and 23rd of that month resulted in the election of Mr. F. W. Bickel (of Messrs. Volkart Brothers.)

ELECTION OF MUNICIPAL COUNCILLORS.

On 30th March 1900, the Municipal Commissioner informed the Chamber that Mr. T. W. Cuffe, who had been elected to represent the Chamber in the Municipal Corporation in January 1898 had resigned his seat on proceeding to Europe. The Committee accordingly took the necessary steps to fill the vacancy, and the balloting which took place on the date fixed by the Commissioner, Monday, 30th April 1900, resulted in the election of Mr. H. O. Campbell, (of Messrs. Mackinnon Mackenzie & Co.), Sir George Cotton, another of the Chamber's representatives in the Municipal Corporation, also retired from office on leaving India in May, and was succeeded by Mr. John R. Greaves (of Messrs. Greaves Cotton & Co.).

PUBLIC AND CHARTER PARTY HOLIDAYS.

The Committee appointed by Government for the purpose of considering and reporting as to what days in the year 1901 should be recognised as holidays, under the Negotiable Instrument's Act of 1881, met in the rooms of the Chamber, in the early part of December, and their report having, as on previous occasions, been submitted to and approved by Government, printed lists of the days fixed were circulated among members.

The holidays under Charter Parties for 1900 were subsequently fixed by the Committee of the Chamber in the usual way and published with those sanctioned by Government under the abovementioned Act.

It may be mentioned that under Notifications of the Bombay Government, General Department, dated 7th June 1900, Monday, 11th June 1900, was declared a public holiday and a holiday under the Negotiable Instruments Act on account of the occupation of Pretoria by the British Forces. The Committee at the same time decided that the day in question should also be regarded as a holiday under Charter Parties, and intimation to this effect was given to members by circular on the 8th June 1900.

WHEAT.

The effects of the failure of the rains in 1899 are very strongly marked in the figures giving the acreage under wheat during the last official year, as also in those showing the yield in tons. In each of these two respects the figures for the year under review are the lowest returned in the last fifteen years. The acreage was less than that of the last famine year 1896-1897 by some 1,500,000 acres, but the outturn fell short of that of the said earlier year by only some 2,000 tons. The occurrence of famine in 1896-97 vitiates any calculation based on an average of the last five years. We therefore take for this purpose the five years from 1891-92 to 1895-96. The average acreage in these years was 24,903,000 and the outturn 6,151,000 tons per annum. As compared with that average, the acreage of the past year shows a decline of 7,465,400 acres or 30 per cent. and the yield a decrease of 1,260,400 tons or 20·5 per cent. It is interesting to note that whereas in the aforesaid period of five years 4·05 acres were required to yield a ton of wheat, in the two last years the acreage per ton has been only 3·77 and 3·57 respectively. Whether this indicates an improvement in the

methods of cultivation or merely a greater expenditure of labour and manure on the diminished area it is probably impossible to say.

(Total Acreage and Estimated Outturn in each Official year from 1884-85 *to* 1899-1900.*)*

Year.	*Acres.*	*Outturn in tons.*
1884-85	... 27,820,000	8,013,000
1885-86	... 27,393,000	7,739,000
1886-87	... 26,735,000	6,391,000
1887-88	... 25,855,000	7,149,000
1888-89	... 25,912,000	6,362,000
1889-90	... 24,773,000	6,123,000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93	... 26,429,000	7,193,000
1893-94	... 24,370,000	6,239,000
1894-95	.. 25,994,000	6,279,000
1895-96	... 23,242,000	5,511,000
1896-97	... 19,024,200	4,892,800
1897-98	... 22,771,200	6,655,300
1898-99	... 23,923,000	6,339,600
1899-1900 ...	... 17,437,600	4,890,600

In studying the following table it must be borne in mind that the column "*average of the previous* 5 *years*" is vitiated by the presence of the abnormal year 1896-97 in its constitution. It might be interesting in this connection to study the average column on page 135 of the Chamber's Report for 1897. We there find that the average normal acreage under wheat in Bombay was 2,435,654, whereas in the subjoined table Bombay's average for the last five years appears as only 2,175,523 acres.

Strictly, the acreage of the year under review—1,259,909 acres—must be compared with the average of normal years ; and in that relation it shows a falling off of more than 48 *per cent.*, whereas the estimated yield shows a falling off of 84·4 *per cent.* Berar, which formerly had an average wheat acreage of 901,500 acres, and an average yield of 85,800 tons, this year had wheat on only some 18,000 acres and is computed to have turned out some 250 tons.

The Provinces from which the Port and City of Bombay draw their supplies—*e.g.*, Bombay, Central Provinces, Berar, Rajpootana, Central India, Sind and Hyderabad—had a normal average of 13,122,458 acres under wheat, whereas in the year under review only 4,711,879 acres bore that crop, their estimated outturn being 543,746 tons against normal average of 1,776,640. The decline in acreage had therefore been some 64 per cent. and in outturn 69·4 per cent. The failure in the crops actually sown was therefore much greater in Bombay and Berar than elsewhere. In normal years an acre of Bombay land usually gave ·258 of a ton, while it is estimated that in the year under review an acre yielded only ·08 of a ton.

The Punjab, which in normal years averages 7,347,320 acres under wheat with an outturn of 1,872,066 tons, last year showed a decrease of 980,820 acres and an estimated falling off of 48,000 tons in yield.

On the other hand the N.-W. Provinces and Oudh showed an advance of nearly 400,000 tons on their normal average of 1,556,418 tons with only about 2,000 acres increase of area sown.

Bengal also, whose immunity from famine in '96-97 admits of one's using its averages for the last five years, showed an advance of some 42,300 acres or 28 per cent. and of 96,200 tons or 20 per cent.

(Share of each Province of Acreage and Outturn for 1898-99 *and* 1899-1900.)

Provinces.	AREA.			OUTTURN.		
	Average of previous 5 years.	Of current year's crop (1899-1900.)	Of previous year's crop (1898-99.)	Average of previous 5 years.	Estimated yield of current year (1899-1900.)	Yield of previous year (1898-99.)
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjaub	7,540,940	6,366,500	7,729,200	2,163,908	1,823,182	1,977,777
North-Western Provinces & Oudh	4,332,252	4,800,709	4,818,528	1,418,972	1,950,814	1,808,516
Bengal	1,513,500	1,555,800	1,582,500	476,400	572,600	656,400
Central Provinces.....	2,846,187	1,619,989	2,505,299	461,492	194,070	456,169
Bombay.....	2,175,523	1,259,909	2,470,998	575,521	97,824	737,385
Sind	503,160	357,622	369,706	148,311	71,116	81,231
Berar	669,864	17,910	436,362	52,735	251	21,892
Hyderabad ...	1,491,683	419,633	1,196,520	93,829	2,026	35,604
Rajputana ...	1,400,722	360,733	1,196,014	331,775	79,289	276,388
Central India.	1,853,789	676,083	1,613,851	316,517	99,170	287,749
Mysore	*4,556	2,758	4,029	*353	254	492
Total...	24,832,176	17,437,646	23,923,007	6,039,813	4,890,596	6,339,603

* Four years.

Of the usual table showing the Exports of wheat from India it is of course only possible to record the complete absence of such business :—

(Exports of wheat from India to Europe in thousands of tons.)

From	1900	1899	1898	1897	1896	1895	1894	1893	1892	Average 1889 to 1898.
Bombay	...	143	289	...	71	126	78	252	469	252
Karachi	...	324	442	49	51	356	306	238	268	290
Calcutta	...	128	165	...	4	50	13	54	179	83
Total. ...	...	595	896	49	126	532	397	544	916	625

It should, however, be borne in mind that the column "Average 1889 to 1898" is vitiated by the presence of the abnormal years 1896 and 1897 in its constitution. For a fair normal average before the appearance of these disturbing influences, we must go back to page 136 of the Annual Report of this Chamber for 1897. The averages there given are as follows :—

Bombay Exports	...	...	...	373,000 tons.
Karachi „	...	...	...	137,000 „
Calcutta „	...	...	...	272,000 „
			Total	... 782,000 tons.

But even this must not be assumed to be quite reliable because, of recent years, Karachi has tended to do a larger proportion of the export trade in grain.

In the year 1899-1900 the following quantities of foreign wheat were imported into India :—

Bengal ...	...	...	...	...	7,136 tons.
Bombay ...	...	...	...	...	8,119 „
Sind ...	...	...	...	...	122 „
				Total	... 15,377 tons.

At the time of the preparation of this Report the prospects of the Wheat crop in Bombay and Berar were again bad. The sowings had been greatly restricted in consequence of the dryness of the soil ; and, the winter rains having failed to reach the regions named, even the narrow area laid down under wheat promised a relatively poor return.

In Northern India, on the other hand, the outlook was excellent. The rains, both at sowing time and subsequently had been adequate, and a very full yield was looked for.

COTTON.

There has been no special reference in connection with this staple before the Chamber during the year, but the subjoined figures regarding the extent of the crop and its disposal are embodied in the report as usual.

The receipts of cotton for the past year are among the smallest of which we have any record. Taking the figures from 1st July 1899 to 30th June 1900 they show a decrease as against the previous year's of 1,045,000 bales or 51·40 per cent., while against the average of the preceding ten years they show a deficiency of 854,000 bales or 46·36 per cent. Taking the calendar year the percentages work out slightly differently ; the receipts for the year ending 31st December 1900 show a decrease of 1,185,000 bales or 57·24 per cent. against the previous year's while against the average of the past ten years they show a decrease of 973,000 bales or 52·36 per cent.

In instituting comparisons with the previous crop it is advisable to take the figures by seasons, and not by the calendar year. The comparative failure of the rains caused most gloomy views to be taken with regard to the cotton crop and though the pessimistic figures were exceeded, the crop was, taking it all round, a very poor one and only the exceptional circumstances of very high prices induced by small supplies locally and a relative small crop in America caused receipts to assume even the very modest dimensions they did. The Oomra crop was a distinct disappointment as although the crop was known to be a small one, it was never expected that it would bulk so small as it did, appearing all the smaller, coming after the enormous crop of the previous year. Dholleras were a failure, and Broach comparatively, so. Coompta, Dharwar and Western were fair average crops, while in addition the Bengal

and Sind crops being good ones, a very large amount of old cotton was brought out and attracted to Bombay by the high prices ruling and the necessities of the holders. "Other Sorts" bulked largely, as local and up-country mills, with a shortage of stapled native growths, ordered more freely than hitherto of Americans and Egyptians. In addition over 30,000 bales of Waste Fly, &c., from Europe were imported on account of mills.

For purposes of comparison the arrivals of each growth are shown in the annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods :—

(Receipts of Cotton into Bombay of each growth.)

(000's omitted.)

Growths.	Seasons, July 1st to June 30th.					Calendar Years.				Average 1889 to 1898.
	1899-1900.	98-99.	97-98.	96-97.	Average 8 89 to 97-98.	1900.	1899.	1898.	1897.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	127	408	354	263	305	135	392	379	242	308
Barsee & Nuggar.	52	126	92	88	120	52	130	93	83	121
Berar	135	613	425	299	343	223	506	544	271	353
Total Comras ...	314	1,147	871	650	768	410	1,028	1,016	596	782
Hingunghat	8	12	11	11	13	9	12	12	9	12
Dhollera	63	319	304	258	379	28	312	319	261	382
Broach	42	123	154	141	172	20	143	157	141	172
Coompta & Dharwar	119	124	71	113	141	74	154	88	83	140
Western	28	30	14	33	25	28	17	29	17	26
Bengal.....	340	265	262	362	285	243	372	251	311	285
Sindh	28	7	27	34	38	19	16	16	35	38
Persian	11	...	3	4	15	12	2	1	5	14
Other Sorts	35	6	13	6	7	42	14	12	6	7
Total.....	988	2,033	1,730	1,612	1,842	885	2,070	1,901	1,464	1,858

As will be perceived from the following statement the shipments to Europe in the past season were 1,17,000 bales, as against 5,78,000 bales in the previous year, showing a decrease of 4,61,000 bales, the decrease to Great Britain being 75 per cent. and to the Continent 79·88 per cent. From the figures, as given, it will be seen that the total shipments to Great Britain are represented by the miserable total of 4,000 bales. To the Continent the falling off was due to small crops, in many of the crops indifferent quality, competition of the local mills for the small supplies and high prices induced by this and by rampant speculation existing locally, which had pervaded all classes, rendering legitimate trading risky and uncertain. This season—1900-1901—with good Oomra crops and free supplies the exports to Europe have forged rapidly ahead of the figures of last year and are more or less on a normal basis again. To China and Japan the exports show a decrease of 53,000 bales for the season or 10·83 per cent., but for the calendar year the decrease is 380,000 bales or 68·22 per cent. This enormous difference in the position for the two periods is due to the fact that shipments to Japan were more than maintained up to the middle or end of April, after which the shipments were more or less nominal until towards the end of the year when they were resumed. With the great dullness pervading the yarn market in China, the consumer of the bulk of the output of Bombay mills and of the surplus of the Japan mills, these latter were working for a long period short time and with heavy shipments from America and India, a great portion on consignment account, Japan mills were for months able to supply their requirements from local stock, supplemented by purchases of Chinese cotton. This lasted for several months and only latterly with depleted stocks have they again seriously turned their attention to purchasing from India. To Calcutta and Coast ports the exports for the season showed a decrease of 74·19 per cent. but an increase of 14·28 per cent for the calendar year. The aggregate shipments to foreign and Coast ports showed a total of 561,000 bales against the previous season's shipments amounting to 1,098,000 bales or a decrease of 48·72 per cent., the decrease for the calendar year being 60·31 per cent.

The consumption of the Bombay Island Mills, as ascertained by the Millowners' Association, amounted to 7,45,000 bales

against 9,51,800 bales last year. This decrease was due to the extreme dullness of the yarn market in China—the principal consuming market—inducing a very extended short-time and closing movement and also influencing many mills which kept open to turn their attention to fine counts, for which many of them were importing American and Egyptian cotton, thereby further curtailing consumption. Weaving Mills have been enabled owing to a steady demand for local made cloths, which in some instances have been superseding coarse imported cloths, to work to more advantage for a considerable period of the year, than the purely spinning mills.

The figures are as follows :—

(*Exports of Cotton and Mill consumption.*)

(000's omitted.)

To	Seasons, July 1st to June 30th.						Calendar Years.					
	1899-1900.	98-99.	97-98.	96-97.	Average 1888-89 to 1897-98.		1900.	1899.	1898.	1897.	Average 1889 to 1898.	
	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	Bales.	Bales.	Bales.	Bales.	
Great Britain.....	4	16	18	32	118		19	14	14	28	114	
Continent	113	562	411	571	764		213	486	476	484	766	
Total Europe...	117	578	424	603	882		232	500	490	512	880	
China & Japan ...	436	489	376	364	163		177	557	465	407	183	
Calcutta & Coast..	8	31	33	41	43		16	14	36	41	43	
Total Eastwards...	444	520	409	405	206		193	571	501	448	226	
Total Exports...	561	1,098	833	1,008	1,088		425	1,071	991	960	1,106	
Mill Consumption.	745	951	817	703	733		*745	*951	*817	*703	*733	
Grand Total...	1,306	2,049	1,650	1,711	1,821		1,170	2,022	1,808	1,663	1,839	

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the receipts of Cotton in Bombay, the quantity carried forward being about the same as the previous season, were distributed last season as follows :—

Distribution of Receipts.

Exported to Great Britain	0·30	per cent
,, ,, Continent	8·65	,,
,, ,, Japan and China	33·38	,,
,, ,, Calcutta and Coast	0·61	,,
Total Exported.....	42·94	,,
Consumed by Mills.....	57·06	,,
	100·00	,,

The following figures show the clearances from Bombay to each European Port in the last two years. Compared with the preceding 12 months the total shipments show a decrease of 53·53 per cent. :—

(Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1899 and 1900.)

To	1900. 6 months ending 30th June	1900. 6 months ending 31st Dec.	1900. Total for 12 months.	1899. 6 months ending 30th June	1899. 6 months ending 31st Dec.	1899. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ...	4,194	9,169	13,363	13,930	2	13,932	—569	4·08
London ...	.....	6,096	6,096	1	.....	1	+6,095	.....
Hull ...	.....	.....	.....	220	.....	220	—220	.....
Marseilles ...	50	360	410	13,070	125	13,195	—12,785	96·89
Havre ...	4,011	9,287	13,298	19,090	567	19,657	—6,359	32·35
Dunkirk ...	3,583	6,372	9,955	47,284	1,731	49,115	—39,160	79·73
Antwerp ...	13,934	28,152	42,086	77,053	910	77,963	—35,883	46·02
Ghent ...	620	870	1,490	320	.....	320	+1,170	365·62
Bremen ...	330	545	875	3,215	328	3,573	—2,698	75·52
Hamburg ...	14,902	21,705	36,607	88,387	7,974	96,361	—59,954	62·21
Barcelona ...	400	6,223	6,623	7,280	950	8,230	—1,608	19·53
Genoa ...	19,050	17,130	36,180	74,932	6,750	81,682	—45,502	55·70
Naples ...	2,591	1,542	4,133	10,910	900	11,810	—7,677	65·00
Venice ...	6,675	5,510	12,185	27,494	7,700	35,194	—23,009	65·37
Leghorn ...	.....	200	200	2,700	600	3,300	—3,000	93·75
Catania ...	.....	750	750	.....	.....	.....	+750	.....
Trieste ...	11,342	34,397	45,739	75,954	4,955	80,909	—35,170	43·47
Fiume ...	1,430	1,206	2,636	3,965	880	4,865	—2,229	45·81
Total ...	83,112	149,313	232,425	465,960	31,272	500,232	Net Decrease —267,807	—53·53

The subjoined table gives the receipts of the earlier growths as from November 1st up to the end of the past year :—

(*Receipts of Cotton at Bombay in November and December of the annexed years and the total for the first six months of each season since* 1892.)

In thousands of Bales.

Growths.	1900	1899	1898	1897	1896	1895	1894	1893	1892
Khandeish	67	42	65	44	63	115	34	53	68
Berar	142	49	163	43	72	141	33	53	47
Total Oomras...	209	91	228	87	135	256	67	106	115
Hingunghat	3	2	3	1	3	2	...	1	5
Bengal	58	128	40	29	88	129	20	56	42
Total New Crop...	270	221	271	117	226	387	87	163	162
Old crop growths from 1st July to 31st December	86	238	152	135	175	216	141	170	141
Total Old and New Crop for 6 months	356	459	423	252	401	603	228	333	303

LEGISLATIVE ENACTMENTS.

The following Acts were passed by the Government of India during the year 1900 :—

Act No. I. of 1900.—An Act to amend the Indian Articles of War.

" II. of 1900.—An Act to amend the Transfer of Property Act, 1882.

" III. of 1900.—The Prisoners' Act.

" IV. of 1900.—An Act to authorise certain Companies registered under the Indian Companies' Act, 1882, to keep branch registers of their members in the United Kingdom.

Act No. V. of 1900.—An Act further to amend the Whipping Act, 1864.

" VI. of 1900.—The Lower Burmah Courts' Act.

" VII. of 1900.—An Act to amend and provide for the further continuance of the currency conversion (Army Annual Act, 1899.)

" VIII. of 1900.—An Act to amend the Indian Paper Currency Act, 1882—as amended by the Indian Paper Currency Act, 1898.

" IX. of 1900.—An Act to provide for the Court-fee payable on certain applications to the Court of the Financial Commissioner of the Punjab.

" X. of 1900.—An Act to provide for certain matters in connection with the taking of the census.

" XI. of 1900.—An Act further to amend the Indian Limitation Act, 1877.

" XII. of 1900.—An Act to amend the Law of Evidence with respect Bankers' books.

" XIII. of 1900.—An Act to amend the Law relating to Agricultural Land in the Punjab.

The Acts passed by the Government of Bombay during the same period were as follows :—

Act No. I. of 1900.—An Act to amend the Bombay Civil Courts Act, 1869.

" II. of 1900.—An Act further to amend the City of Bombay Municipal Act.

" III. of 1900.—An Act to amend the Bombay City Land Revenue Act, 1876.

JOINT STOCK COMPANIES.

The following are among the Joint Stock Companies registered in Bombay during the year 1900 :—

NAMES.	Nominal amount of Capital.
	Rs.
Bertie Smith and Company, Ld.	6,75,000
Budnera Ginning and Pressing Company, Ld	60,000
Empire Dyeing and Manufacturing Company, Ld.	45,000
Hindu Match Manufacturing Company, Ld.	1,50,000
Shri Shivaji Metal Works Company, Ld.	10,000
Tavoy Exploration Syndicate, Ld.	24,000

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1899, will be found in *Appendix* **NN.**

RETURNS OF RAINFALL.

These returns, showing the weekly rainfall at the stations on the lines, have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873.	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101 318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892 ..	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34 921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,140	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twenty-three years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0
1st ,, to ,, 1897	202,313	12,644 9 0
1st ,, to ,, 1898	181,208	11,325 8 0
1st ,, to ,, 1899	216 593	13,537 1 0
1st ,, to ,, 1900	263,439	16,464 15 0

The Committee have now only to render their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them ; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BALANCE-SHEET OF THE BOMBAY CHAMBER OF COMMERCE—From 1st January to 31st December 1900.

RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
By	Rs. A. P.	Rs. A. P.	To	Rs. A. P.	Rs. A. P.
Balance on 31st December 1899	.....	40,831 11 0	Rent .....Rs. 3,120 0 0		
Subscriptions	14,803 8 10		Less, amount charged to Millowners' Association, etc. ..... ,, 900 0 0		
Publications	18,354 11 2		Printing—	2,220 0 0	
Measurement Fee Account—			Miscellaneous Papers .....Rs. 430 0 0		
Measurement Fee Receipts..Rs. 28,302 1 6			Annual Report for 1899 ... ,, 1,430 0 0		
Less, salaries to measurers, calliper men, &c. ..... ,, 20,844 3 6				1,860 0 0	
	7,457 14 0		Advertisements	339 0 0	
			Newspapers and Books	732 10 7	
Interest on Fixed Deposits	1,810 9 10		Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.	13,832 0 11	
Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	117 9 11		Telegrams, Stationery, and cost of Weather and Crop Reports.....	2,709 3 0	
			Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery.....Rs. 7,890 7 0		
			Printing do. ..... ,, 17,761 13 8	25,652 4 8	
Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0		Millowners' Association Establishment, Wages for Clerks and Sepoy	1,104 0 0	
Balance of receipts over expenditure on Arbitration Fees.....	105 0 0		Auditors' Fee for the year ending 31st December 1900.....	100 0 0	
			Telephone Company from 1st March 1900 to 28th February 1901	200 0 0	
			Memorial stone for the grave of the late Mr. John Marshall	493 0 0	
		43,819 5 9			49,242 3 2

			Funds of the Chamber as under:—				
			Fixed deposit receipt of the Chartered Bank of India, Australia and China at 3 per cent. per annum	10,000	0	0	
			Do. Mercantile Bank of India for 6 months at 4 per cent	14,000	0	0	
			Do. do. for 1 year at 4½ per cent	9,000	0	0	
			Do. of the National Bank of India, at 4 per cent. per annum	5,000	0	0	
			Bank of Bombay Current Deposit account.	4,380	4	1	
			Cash in hand	126	0	0	
			Amount due by the Bombay Millowners' Association, &c.	398	13	4	
				42,905	1	5	
			Less, wages, &c., for December, unpaid.	7,466	3	10	
			Net Balance to carry forward	.....			35,438 13 7
Total Rs.....		84,681 0 9	Total Rs.....	.....			84,681 0 9

Examined and found correct.

FERGUSON & IRVINE,
Chartered Accountants.

Bombay, 14th February 1901.

APPENDIX B.

FAMINE.

BOMBAY CHAMBER OF COMMERCE, 12th March 1900.

The CHIEF SECRETARY to GOVERNMENT, Famine Department, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have had under consideration the question of the great mortality in cattle in the Bombay Presidency owing to the prevailing famine, and I have been instructed to address you on the subject and to request that Government may be pleased to favour the Chamber with information as to the steps they are taking to assist the ryots in agricultural operations.

2. In the opinion of my Committee, it is not sufficient for Government to direct attention to the saving of human life only. They consider that in the interest of this country it is necessary that funds be devoted for the purpose of saving the lives of the cattle and for importing cattle from other districts, and every effort should be made to assure a supply of bullocks sufficient for the cultivators when the time arrives for planting for the crops. By such means it may be possible to avert the danger of deficient crops and increased expenditure on the part of Government.

3. My Committee consider this matter to be of great importance not only to the mercantile community, but for the prosperity of this Presidency, and they therefore will be pleased to hear from Government on the subject at an early date.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 1723 of 1900.

FAMINE DEPARTMENT,
BOMBAY CASTLE, 23rd MARCH 1900.

To the SECRETRAY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 12th instant, and in reply to state for the information of the Chamber that full details of the measures which have been and are being taken for the preservation of cattle will be found in the memoranda showing the progress of relief operations which are published every week in the "Bombay Government Gazette."—I have, &c.,

J. MONTEATH, Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 29th March 1900.

The CHIEF SECRETARY to GOVERNMENT, Famine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1723 of the 23rd instant, stating—in reply to the Chamber's letter of the 12th idem—that full details of the measures which have been and are being taken for the preservation of cattle will be found in the memoranda showing the progress of relief operations, which are published every week in the "Bombay Government Gazette."

2. Since receipt of your communication the Committee are pleased to notice, from the official statement showing the progress of relief measures during the week ended the 17th March, that the several Governments and Administrations in India have been requested to favour the Bombay Government with information whether it is likely that plough cattle will be available in their respective provinces for purchase before commencement of next cultivating season, and, if so, whether any estimate can be formed of the probable surplus after the home requirements are met.

3. I am to express the hope that Government may be pleased to communicate the above information to the Chamber when the particulars asked for have come to hand.

4. I am, however, to observe that the amount (Rs. 3,000) allotted by Government for supply of oilcake to supplement the grass rations of the cattle—referred to in the Memorandum of Relief Operations published on 27th February 1900—seems barely sufficient to keep alive a number of cattle in the various districts of the Presidency, and the Committee would respectfully suggest that a larger sum of money be sanctioned by Government for this purpose. It would be an advantage also to have more cattle in the agricultural farms.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

Letter from the Government of India to the Secretary of State for India, No. 31 (*Famine*), *dated Simla, the* 14*th June*, 1900.

We have the honour to acquaint your Lordship with the measures which we have taken to enable the Local Governments to make loans on easy terms to agriculturists in distressed tracts for the purpose of purchasing seed and cattle and for their own subsistence during the next ensuing agricultural season.

2. In the Budget arrangements for the present year we previously allotted Rs. 50,38,000* to the distressed provinces under the head "Class I Loans." We recognised that the provision might prove insufficient, but the extent of the insufficiency could not be determined until the requirements of the agriculturists had been more fully ascertained and until we knew what sum would be at the disposal of the Central Committee of the Indian Famine Relief Fund for grants to the poorest cultivators.

3. We have lately been in correspondence with the Local Governments on the subject, and have ascertained from them that their requirements for the approaching agricultural season would be met by the addition of 72½ lakhs of rupees to the allotments for agricultural advances already made. We have accordingly increased the grants to an aggregate total of Rs. 1,22,88,000.† We have also authorised the Local Governments to

*	Lakhs of rupees.
Punjab...	13·82
Central Provinces ..	10·00
Bombay	26·56
Total ...	50·38

†	Lakhs of rupees.
Punjab...	30·82
Ajmer	2·50
Central Provinces ...	27·00
Bombay	62·56
Total ..	122·88

hereafter grant liberal remissions of the sums advanced in cases of necessity, to forego interest in all cases, and to postpone the recovery for at least one year of any portion of the principal. We append a copy of our instructions on these points.

The requirements of Berar have been provided for by a separate arrangement and will be chargeable to the revenues of the Assigned Districts.

4. The Central Committee of the Indian Famine Fund have made to the above mentioned Provinces grants aggregating Rs. 50,45,000.* This is in addition to the provincial charitable relief funds already at the disposal of these Governments, which amount to about Rs. 6,45,000. The greater portion of this money will be distributed by the affiliated District Committees as gifts to the poorest classes of cultivators. The ordinary procedure will be that the recipients of gifts will be selected in each village on behalf of the District Charitable Committee by the revenue officers whose duty it is to ascertain the loan requirements of the villagers. The Revenue officer will in the course of his inquiries mark off the poorest cultivators and recommend them for free gifts. The more substantial cultivators will receive loans from the State, and these in turn will hereafter be differentiated in respect of the recovery of the principal with reference to their circumstances.

5. We append a statement showing the grants made up to date to British Provinces and Native States by the Central Committee of the Indian Famine Fund. It will be observed that nearly one-third of the total amount distributed up to date has gone to Native States.—We have, &c.,

CURZON OF KEDLESTON.
E. H. H. COLLEN.
A. C. TREVOR.
C. M. RIVAZ.
T. RALEIGH.
E. FG. LAW.

	Lakhs of rupees.
* Punjab	8·0
Ajmer	1·95
Central Provinces	17·0
Bombay	23·50
Total	50·45

ENCLOSURE 1.

Circular Letter from T. W. Holderness, Esq., C.S.I., Secretary to the Government of India, to the Chief Secretary to the Government of Bombay, the Chief Secretary to the Government of the Punjab, the Chief Commissioner, Central Provinces, the Chief Commissioner of Ajmer-Merwara, Nos. 1042-1045 F. (Famine), dated Simla, the 21st May, 1900.

I am directed to say that, as a special measure, undertaken with the object of facilitating the recovery of agriculturists in famine tracts from the losses sustained from drought, the Government of India are pleased to direct—

(1) That all advances made in famine tracts under the Agriculturists' Loans Act for seed, cattle and subsistence of cultivators, in connection with agriculture operations undertaken during the approaching rains, may be made free of interest ;

(2) That the first instalment in repayment of the principal of such advances may be postponed for 12 months from date of the advance. The dates for the remaining instalments will be determined by the Local Government with reference to the existing rules applicable to advances under the Act ;

(3) That the Local Government may hereafter grant remissions in respect of the principal of such advances, according to the circumstances of the debtors, up to one-half the aggregate sum advanced in the province.

ENCLOSURE 2.

Grants made to British Provinces and Native States by the Central Committee of the Indian Famine Fund.

BRITISH PROVINCES.

	Rs.
Bombay	23,50,000
Punjab	8,00,000
Central Provinces	17,00,090
Ajmer	1,95,000
Baluchistan	10,000
Total ...	50,55,000
Berar	4,75,000

NATIVE STATES.

	Rs.
Rajputana	10,50,000
Central India	5,75,000
Baroda	1,00,000
Bombay States	6,25,000
Hyderabad	1,00,000
Punjab States	1,00,000
Central Provinces States	1,00,000
Total ...	26,50,000
GRAND TOTAL ...	81,80,000

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

APPENDIX C.

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

BOMBAY CHAMBER OF COMMERCE, 1st October 1900.

The DIRECTOR GENERAL of TELEGRAPHS, Simla.

SIR,—The Committee of the Bombay Chamber of Commerce would esteem it a favour if you could furnish them with any information that may be in your possession as to the probable date from which the reduced rates for cablegrams between India and England will come into force. In May last, the Financial Secretary to the Treasury stated in the House of Commons that a reduction of rate to half-a-crown per word had been practically arranged, but it was not stated when the new arrangement would come into force.

Thanking you in anticipation for any information you may be able to afford this Chamber.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 4044 T.

SIMLA, 11th October 1900.

From the DIRECTOR GENERAL of TELEGRAPHS, to the ASSISTANT SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 1st of October 1900, enquiring from what date the proposed reduced rates for telegrams between India and England will come into force, I have the honour to inform you that nothing definite is known here on this subject, and so far as our information goes the matter is believed still to be under the consideration of the Home Government.—I have, &c.,

H. A. KIRK, Director, Traffic Branch.

APPENDIX D.

INDIAN ARBITRATION ACT, 1889.

No. 5946.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 31st August 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a letter from the Government of India in the Home Department, No. 1051, dated the 16th July 1900, in regard to a proposal for the extension throughout India of facilities for arbitrations on the lines of the Indian Arbitration Act, 1899, and to state that the Governor in Council will be glad to receive, within one month of the receipt of this communication, an expression of the opinion of the Bombay Chamber of Commerce on the questions raised by the Government of India.—I have, &c.,

R. J. C. LORD, Under Secy. to Government.

No. 1051.

SIMLA, 16th July 1900.

From J. P. HEWETT, Esq., C.S.I., C.I.E. Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

Home Department
Judicial.

SIR,—I am directed to address the Government of Bombay on the subject of a proposal, made by the Honourable Mr. G. Toynbee, that facilities for arbitrations on the lines of those given by the Indian Arbitration Act, 1899 (IX of 1899), to the Presidency Towns and selected local areas should be extended generally throughout India. A suggestion to this effect was first made by the Honourable Mr. Toynbee in his speech, at the meeting of the Council of the Governor General for making Laws and Regulations held on the 3rd March 1899, in connection with the Bill which became the Indian Arbitration Act, 1899, when he expressed the hope that this measure was only an instalment, or precursor, of a measure of much wider

and more far reaching scope—a measure, in short, which would benefit the great bulk of the population of India. The Honourable Mr. Chalmers, then Law Member, pointed out that the provisions of the Bill had been drawn, like those of the English Statute (52 and 53 Vict., Chapter 49) which it followed, with reference to mercantile arbritrations, and that before any similar law could be enacted for the mufassal, it would be necessary to consider the practice and procedure of panchayats (the indigenous arbitration courts) in different parts of the country. The Honourable Mr. Toynbee recently reiterated his suggestion in the course of the discussion in Council, on the 28th March 1900, of the Financial statement for 1900-1901.

2. The Indian Arbitration Act, 1899, applies *proprio vigore* only to the Presidency Towns and Rangoon. It supersedes in the areas in which it is in force, or to which it may be extended, the provisions of sections 523—526 of the Code of Civil Procedure. Its provisions seem to be quite unsuited to the circumstances of rural tracts ; and should the enactment of a measure such as that advocated by the Honourable Mr. Toynbee be found to be desirable in the interests of the people in the mufassal, it would be necessary, in the opinion of the Government of India, to undertake distinct and separate legislation. I am to say that, before considering the matter further, the Governor-General in Council will be glad to be furnished with an expression of the views of the Governor in Council first, as to the general question of the expediency of the Honourable Mr. Toynbee's proposal, and secondly, as to the nature of the provisions which, having regard to the practice of panchayats, where they exist in the Bombay Presidency, His Excellency in Council would recommend in the event of legislation on the subject being undertaken by Government—I have &c.,

J. P. HEWETT, Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 26th September 1900.

The SECRETARY to GOVERNMENT, Judical Deparment, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 5946 of the 31st August 1900, forwarding a copy of a communication from the Government of India, in the Home Department, No. 1051, dated 16th July 1900, with regard to a proposal made by the Hon. Mr. G. Toynbee that

facilities for arbitration on the lines of the Indian Arbitration Act 1899, should be extended throughout India, and asking this Chamber for its opinion on the questions raised by the Government of India.

2. The papers have received the careful consideration of the Committee of the Bombay Chamber of Commerce, and I beg to say that while they are generally in favour of the proposal made by the Hon. Mr. Toynbee, they are of opinion that legislation, if undertaken in the direction suggested, should be confined to large trading centres and be made applicable only to towns such as Ahmedabad, Delhi, Poona, Nagpore, etc., where possibly the provisions of the Act might prove advantageous to trading communities. In small rural districts where Punchayets have prevailed for years, the facilities recommended by the Hon. Mr. Toynbee would not, the Committee consider, be advisable or readily availed of, and they would, therefore, suggest that Government should limit the operation of the Act to localities (outside presidency towns) such as those mentioned above.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX E.

INDIAN EXPLOSIVES ACT, 1884.

No. 4228 OF 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 13th August 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce copy of a letter from the Government of India No. 1942 dated 28th July 1900, on the subject of the proposed amendment of No. 6-XI of the rules to regulate the transport and importation of explosives, and to request that you will be so good as to move the Chamber to favour Government with its views on the proposal.—I have, &c.,

ALEX. R. KING, for Secy. to Government.

No. 1942.

SIMLA, 28th July 1900.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—With reference to this Government's (Home Department—Public) Notification, No. 1396, dated the 8th July 1897, I am directed to invite attention to Rule 6-XI of the "Rules to regulate the transport and importation of explosives" published thereunder, in which it is laid down that "any Railway Administration which accepts dynamite for transport may demand a fresh certificate for dynamite presented for conveyance between 1st April and 15th October (both inclusive)."

2. As nitro-glycerine compounds are more dangerous, owing to their susceptibility to decomposition, during the hot weather months, the Chief Inspector of Explosives has advised that the portion of rule 6-XI above quoted should not be allowed to continue in its present permissive form, and that it should be amplified so as to include other and more powerful

nitro-glycerine compounds. He accordingly suggests that the latter part of the rule be amended as follows :—

But any Railway Administration which accepts dynamite and other nitro-glycerine compounds for transport shall demand a fresh certificate for these explosives if presented for conveyance between 1st April and 15th October (both inclusive).

3. Before coming to a decision on the proposal, the Governor General in Council would be glad to have the opinion of the mercantile community in the Bombay Presidency as represented by the Bombay Chamber of Commerce on the proposal, and I am accordingly to request that the views of that body may be obtained and submitted, together with those of the Governor in Council for the information of the Government of India.—I have, &c.,

H. LUSON, Depy. Secy. to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 23rd August 1900.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4228 of the 13th inst., with accompaniments, and in reply to say that they approve of the proposed amendment of No. 6-XI of the rules to regulate the transport and importation of explosives, as embodied in the letter from the Government of India (Home Department) No. 1942, dated 28th July 1900.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

APPENDIX F.

ACETYLENE.

No. 4833A of 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 12th September 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from Government in the Revenue Department No. 6415, dated 11th September 1899, I am directed to forward for the information of the Chamber the accompanying copy of a Notification of the Government of India No. 2289, dated 31st August 1900.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

No. 2289.

SIMLA, 31st August 1900.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

PUBLIC.

NOTIFICATION.

In exercise of the powers conferred upon him by section 6 of the Indian Explosives Act, 1884 (IV of 1884), the Governor General in Council is pleased to prohibit absolutely the manufacture, possession and importation of such acetylene as is declared to be an explosive by notification of the Government of India in the Home Department, Public, No. 1747, dated the 11th August 1899.

J. P. HEWETT, Secretary to the Government of India.

No. 2290-97.

Copy forwarded to Local Governments* and Administrations for information, in continuation of endorsement Nos. 1750—57, dated the 11th August 1899.

* Bengal.
North-Western Provinces and Oudh.
Punjab.
Burma.
Central Provinces.
Assam.
Coorg.
Hyderabad.

No. 2298.

Copy forwarded to the Chief Inspector of Explosives with the Government of India for information, in continuation of endorsement No. 1758, dated the 11th August 1899.

By order,

H. LUSON, Deputy Secretary to the Government of India.

SIMLA, 11th August 1899.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

No. 1747.—In supersession of Home Department Notification No. 1670 —Public, dated the 9th August, 1898, and in exercise of the powers conferred by section 17 of the Indian Explosives Act, 1884 (IV of 1884), the Governor General in Council is pleased hereby to declare that acetylene when liquid or when subject to a pressure greater than 1½ atmospheres shall be deemed to be an explosive within the meaning of the said Act :

Provided that acetylene in admixture with oil-gas in a proportion not exceeding twenty parts by volume of acetylene in every one hundred parts of the mixture, when subjected to a pressure not exceeding one hundred and fifty pounds to the square inch, shall not be deemed to be an explosive within the meaning of the said Act :

Provided, further, that the acetyline and oil-gas shall be mixed together in a chamber or vessel before the gases are subjected to compression.

APPENDIX G.

PETROLEUM ACT, 1899.

No. 2126 OF 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 20th April 1900.

From the SECRETARY to GOVERNMENT, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copy of a Notification by the Government of India, Home Department, (Judicial) No. 487, dated the 30th March 1900, showing an addition proposed to be made to Part III of the first schedule to the Petroleum Act VIII of 1899.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

No. 487.

CALCUTTA, the 30th March 1900.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

JUDICIAL.

NOTIFICATION.

The following revised draft of a Notification, which it is proposed to issue in exercise of the powers conferred by section 4, sub-section (1), of the Indian Petroleum Act, 1899 (VIII of 1899), is published for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration by the Governor General in Council on or after the 1st June 1900.

2. Any objection or suggestion, which may be received from any person with respect to the draft before the date aforesaid, will be considered by the Governor General in Council.

DRAFT NOTIFICATION.

In exercise of the power conferred by section 4, sub-section (1), of the Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct that the following addition be made to Part III of the first schedule to the said Act :—

"6. Application of the test to viscous fluids or preparations, such as solutions of India-rubber in mineral naphtha, or thick paint made with that material :—

About a teaspoonful of the substance to be tested is placed in the cup, and the cover fitted with a thermometer is put on.

The cup thus prepared for the test is then cooled down until the thermometer indicates a temperature of 50° F. This may be accomplished either by placing the prepared cup in a refrigerator, or by immersing it up to its projecting collar in water which is maintained at a sufficiently low temperature until the result specified has been obtained.

The prepared cup thus cooled is then transferred to the water bath, the temperature of which has previously been raised to 76° F. (The scale of the thermometer in the water bath should range from 60° to 180° F.)

The test is then applied as described in section 4 of this part. If no flash has taken place when the temperature in the cup has reached 75°, the test need not be continued.

The temperature at which the flash occurs is the observed flashing point of the substance and, subject to correction of atmospheric pressure as prescribed in the Act, is the true flashing point."

J. P. HEWETT, Secretary to the Government of India.

No. 489.

Madras.
Bombay.
Bengal.
N. W. P. and Oudh.
Punjab.
Burma.
Central Provinces.
Assam.
Coorg.
Hyderabad.

Copy forwarded to the Local Governments and Administrations noted in the margin for information.

APPENDIX G.

No.

Copy, with copy of the letter from the Secretary, Revenue and Statistics Department, India Office, No. 405, dated the 12th February 1900, and of its enclosure, forwarded to the Chemical Examiner to Government, Calcutta, for information, with reference to the correspondence ending with his letter No. 1127-A, dated the 19th July 1899.—By order,

F. COWIE, Offg. Under Secy. to the Govt. of India.

No. 3715 OF 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 16th July 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2126, dated 20th April 1900, I am directed to forward for the information of the Chamber copy of a Notification by the Government of India, Home Department, Judicial, No. 928, dated the 28th ultimo, showing the addition made to Part III of the first schedule to the Petroleum Act VIII of 1899.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

GENERAL DEPARTMENT.
BOMBAY CASTLE, 4th July 1900.

No. 3498.—The following Notification by the Government of India is republished :—

"HOME DEPARMENT.

JUDICIAL.

SIMLA, 28th June 1900.

No. 928.—In exercise of the power conferred by Section 4, sub-section (1), of the Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct that the following addition be made to Part III of the first schedule to the said Act :

'6. Application of the test to viscous fluids or preparations, such as solutions of India-rubber in mineral naphtha, or thick paint made with that material.

About a teaspoonful of the substance to be tested is placed in the cup, and the cover fitted with a thermometer is put on.

The cup thus prepared for the test is then cooled down until the thermometer indicates a temperature of 50° F. This may be accomplished either by placing the prepared cup in a refrigerator, or by immersing it up to its projecting collar in water which is maintained at a sufficiently low temperature until the result specified has been obtained.

The prepared cup thus cooled is then transferred to the water bath, the temperature of which has previously been raised to 76° F. (The scale of the thermometer in the water bath should range from 60° to 180° F.)

The test is then applied as described in Section 4 of this part. If no flash has taken place when the temperature in the cup has reached 75°, the test need not be continued.

The temperature at which the flash occurs is the observed flashing point of the substance and subject to correction of atmospheric pressure as prescribed in the Act, is the true flashing point.'

J. P. HEWETT,
Secretary to the Government of India."

By order of H. E. the Right Hon'ble,
the Governor in Council.
J. DEC. ATKINS, Secretary to Government.

APPENDIX H.

BILL TO PROVIDE FOR THE REGULATION AND INSPECTION OF MINES IN INDIA.

No. 2035 of 1900.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 26th March 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by his Excellency the Governor in Council to forward a copy of the Bill (No. II) to provide for the Regulation and Inspection of Mines, with report of the Select Committee, and to request that you will be so good as to favour Government with any remarks the Chamber may wish to make on the provisions of the Bill.—I have, &c.,

S. M. EDWARDES, Acting Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 5th April 1900.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 2035 of the 26th ultimo, forwarding a copy of the Bill to provide for the regulation and inspection of mines and requesting to be furnished with any remarks the Chamber may have to offer on the provisions of the proposed measure.

The papers have received the consideration of my Committee, and I am to say that while thanking Government for the opportunity afforded the Chamber of submitting its views in the matter, they regret they have not the necessary expert knowledge at hand to enable them to pronounce upon legislation of the character contemplated by the Government of India.—I have, &c.

C. J. MICHAEL, Asst. Secretary.

APPENDIX I.

FURTHER AMENDMENT OF THE INDIAN PORTS ACT, 1889.

Rules proposed to be issued under clause (*p*) (*i*) of Sub-Section (1) of Section 6 of the Indian Ports Act, 1889, as amended.

BOMBAY CASTLE, 24th April 1900.

GENERAL DEPARTMENT.

No. 2209.

Letter from the Secretary, Chamber of Commerce, Bombay, dated the 11th September 1899.

Letter from the Port Officer, Karachi, to the Commissioner in Sind, No. 1936, dated the 28th August 1899.

Letter from the Chairman, Chamber of Commerce, Karachi, to the Commissioner in Sind, No. 322, dated the 29th September 1899.

Memorandum from the Commissioner in Sind, No. 2468, dated the 30th September 1899—Submitting the above two letters with his remarks.

Letter from the Health Officer of the Port of Bombay, to the Collector of Customs, Bombay, No. 1902, dated the 12th September 1899.

Letter from the Remembrancer of Legal Affairs, to the Commissioner of Customs, No. M.—139, dated the 19th November 1899.

Letter from the Commissioner of Customs, No. 6681, dated the 24th November 1899—Submitting the above two letters with his remarks.

} Submitting the reports called for in Government Resolution No. 3377, dated the 3rd August 1899.

Letter from the Secretary, Bombay Port Trust, No. 3910, dated the 14th September 1899 :—

"With reference to paragraph 3 of Government Resolution No. 3377, dated 3rd August 1899, forwarding for opinion a draft Bill to further amend the Indian Ports Act, I am directed to say that the Trustees have no further remarks to offer as the amended Bill appears,

to fulfil the requirements of the case with a minimum of interference with the trade of the Port."

Letter from this Government to the Government of India, No. 5965, dated the 21st December 1899.

Letter from the HEALTH OFFICER of the PORT of BOMBAY to the COMMISSIONER of CUSTOMS, No. 193, dated the 23rd January 1900 :—

"I have the honour to state that the Port Officer, Bombay, writes to say that the Port Rules of Bombay are at present under correction, and in order to avoid confusion in the various signals, asks that the letter 'Q' may be substituted for the letter 'R' in Rule 3 of the proposed new Medical Inspection Rules which were forwarded with this Office No. 1902, dated 12th September 1899, to the Collector of Land Revenue, Customs and Opium, Bombay.

"2. The Port Officer also asks that for the words 'two red lights one above the other at the main' in Rule 9 of the same Rules the words 'three lights, *viz.*, red, white and red one above the other at the same place' may be substituted."

Memorandum from the Commissioner of Customs, No. 457, dated the 24th January 1900 :—

"Submitted to Government in the General Department with reference to this office No. 6681 of the 24th November 1899."

Government memorandum to the Health Officer of the Port of Bombay, No. 736, dated the 3rd February 1900—

Forwarding for his remarks and suggestions a re-draft of the rules framed by the Remembrancer of Legal Affairs.

Memorandum from the Health Officer of the Port of Bombay, No. 364 dated the 6th February 1900 :—

"The Government of India in paragraph 6 of their letter No. 2185* of 10th July, limits the framing of rules to diseases common in India. In the original draft rules forwarded to the Collector of Customs with this Office No. 1902, dated 12th September 1899, some permanent provision was made for—

a. Diseases uncommon in India, *viz.*, plague, yellow fever and jiggers under clause (*p*) (ii) of the proposed amendment to the Indian Ports Act.

* Printed in the preamble of Government Resolution No. 3377, dated the 3rd August 1899.

NOTE.—Plague is temporarily provided for under the Epidemic Diseases Act III of 1897 and jiggers under Government Notification, * General Department, No. 2675, dated the 24th June 1899. This leaves yellow fever unprovided for and a ship may arrive infected or from an infected Port and no rule exists to enable the Health Officer of the Port to take any immediate action.

b. for the disposal of a person dying of any dangerous diseases under clause (*p*) (v.)

c. Powers to deal with food-stuffs and cargo which from decomposition or other cause is unfit for human food or which becomes a nuisance or renders a ship unsanitary and therefore a danger to the passengers or crew (clause (*p*) (vi)).

NOTE.—A ship with a cargo of wheat put back from sea in a damaged condition in 1891. The wheat became a nuisance owing to fermentation and the Municipal Health Officer stated before the Plague Commission that this wheat was allowed to be landed and caused the death of many rats in the Mandvi District. The cargo of wheat could not be condemned as neither the Port Health Officer nor the Municipal Health Officer had any powers to deal with it.

It is true that in the original draft rules many executive orders were included because (*a*) it is difficult to exclude such orders from rules and (*b*) with a view to make the rules more explicit. Any Medical Inspection Rules which omit to include the foregoing points will be incomplete.

" With reference to the proposed rules forwarded with reference No. 736 of 3rd February 1900, I would suggest that 'Health Officer' be defined—'It shall include the Health Officer of the Port of Bom-

This could be inserted as paragraph 2 of Rule 1.

* *Vide* Government Resolution No. 2771, dated the 30th June 1899.

bay and include an Additional or Assistant Port Health Officer and any person appointed by name or by virtue of his office to perform any of the duties of any such officer.'

"I would suggest that the following alteration may be made in the proposed rules :—

"Rule 3—add to this rule as a separate paragraph—'Pending the arrival of the Health Officer the Master should act as laid down in Rules 4 and 10.'

Rule 4—Omit all of rule 4 after the word 'dock' in the 4th line and substitute—'But when the disease or diseases in question are confined to 2 cases, the vessel shall not be prohibited from proceeding to or remaining at the usual place of anchorage in the harbour nor (as a rule) need the passengers or crew be detained on board pending the arrival of the Health Officer. But the Master of the vessel shall be held responsible that all suitable precautions are taken to prevent the spread of the disease and that no passenger or crew suspected of having any of the diseases mentioned in Rule 1 is allowed to depart and that no bedding, cargo or other article which has been infected by or in contact with any person suffering from any of the diseases mentioned in Rule 1 is landed without the permission of the Health Officer.'

This is necessary as the Government of India do not attach much importance to a case of measles, etc., and if the rule is allowed to stand as it is, a Peninsular and Oriental mail arriving after dark would be compelled to keep her passengers on board all night, thereby causing considerable trouble and inconvenience to Calcutta passengers, etc.

"Rule 7—After 'Health Officer' in line 11 add 'One of his staff or Harbour Police.'

"Rule 9—Substitute 'willing' for 'unwilling' in last line.

"Rule 10—Add after last word of the rule 'and shall keep hoisted such flag by day and lights by night until given permission by the Health Officer to take them down. Vesssels under this rule shall not land passengers or allow any communication between the shore and other vessels in the Port until given permission to do so by the Health Officer."

This addition is necessary so as to prevent native craft and others from coming along side as well as to prevent unauthorized people from shore from boarding the vessel.

"Rule 13—Add new rule—'Inspection' under these rules will ordinarily take place between sunrise and sunset."

Government memorandum to the Solicitor to Government, No. 906, dated the 13th February 1900—

Requesting him to revise the fresh draft rules prepared in the Secretariat, and to advise Government on the following points:—

"(1) Would it be possible in a rule under clause (*p*) (*i*) of the new Bill to require the Master of a ship on which there had been no known case of the diseases mentioned in Rule 1, but some deaths from unknown causes have occurred, to take the action mentioned in Rules 2 and 3?

"(2) Would it be possible without a change in the law (or rather the proposed law) to recover expenses of disinfection, &c., from the Master of a ship?"

Letter from the Government Solicitor, No. 330, dated the 1st March 1900:—

"With reference to Reference No. 906, dated the 13th February 1900, I have the honour to return the papers sent to me, containing draft of proposed Rules to be made under the proposed Bill for amendment of the Indian Ports Act. My amendments of the draft Rules are in red ink.

"2. I have re-drafted the rule defining the 'Health Officer of the Port' and also your draft Rule 4. I have also divided up draft Rule 3. The entire Rules have been re-numbered and fair copies of my drafting of Rules 2, 5 and 8 are enclosed herewith.

"3. With reference to Major Crimmin's note regarding deaths from unknown or suspicious causes, I am of opinion that the form of the present Bill would not permit the framing of Rules dealing with such a subject. This also replies to the first query in your note at page 149 of the file.

"4. As regards the recovery of expenses of disinfection from a Master of a vessel and as regards Rule 9, I am of opinion that it is extremely doubtful whether any rule, under the Bill in its present form, purporting to give the Health Officer such a power would be *intra vires*. Even if a rule could validly be passed, it would be difficult under the present Bill to enforce it except by fine, that being the penalty for disobedience to the Rules. If it is thought

desirable for the Health Officer to have this power, some provision should be made in the Bill for legalizing it and the expenses could be made recoverable under Sections 42, 43, 44 and 45 of the Indian Ports Act, 1889."

RESOLUTION.—The following letter (No. 1917, dated the 4th April 1900) has been addressed to the Government of India :—

"In continuation of my letter No. 5965, dated the 21st December 1899, I am directed to forward a draft of simple rules under clause (*p*) (*i*) of sub-section (1) of Section 6 of the Indian Ports Act, 1889, amended. These rules have been prepared in consultation with the Health Officer of the Port of Bombay and the Solicitor to Government, Bombay, and are based on rules* that have been in operation for some years past.

* Bombay Government Notification No. 3873, dated the 18th September 1889.

"2. In preparing these rules the attention of Government has been invited to the necessity for making provision in the Bill under consideration for the treatment, in the same way as is provided for in the rules now forwarded, of vessels on which, before arrival in port, deaths from unknown or suspicious causes may have occurred. In the absence of legal provision for dealing with such vessels, their masters might have an incentive for concealing and pretending ignorance of the cause of death. The desirability has also been represented to Government of inserting in the Bill a provision enabling the Port Health Officer to recover from the master the cost of measures for disinfecting his vessel and infected articles thereon, in the event of such disinfection having to be carried out by the Port Health Officer owing to the refusal of the master to comply fully with his instructions.

"3. It was the intention of this Government to obtain the opinion of the Chamber of Commerce, Bombay, on the accompanying rules before forwarding them, but on consideration, the Governor in Council has come to the conclusion that it would be advisable to postpone obtaining the opinion of that body until the Bill has become law and it is possible to prepare final drafts of rules, not only under clause (*p*) (*i*) of sub-section (I) of Section 6, but also under the various other sub-clauses of clause (*p*).

"4. Lastly, I am directed to mention that a proposal was rejected by this Government for the inclusion in the rules which accompany

this letter of a rule providing for the disposal of the corpses of persons dying from any of the diseases referred to. The proposal was rejected on the ground that such a rule would more properly come under sub-clause (*v*) of clause (*p*), but in considering the proposed rule the absence of any legal provision in the Bill for enabling the appointed officers to recover when necessary, from the master of a vessel, the expenses of burying, burning or otherwise disposing of dead bodies, was brought to notice ; and I am accordingly directed to suggest that the requisite provision for the purpose should be made in the Bill."

J. DEC. ATKINS, Secretary to Government.

No. 5965 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 21st December 1899.

From J. DEC. ATKINS, Esq., I.C.S., Secretary to Government, to the SECRETARY to the GOVERNMENT of INDIA, Home Department (Sanitary), Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 2185, dated the 10th July 1899, requesting to be favoured with the opinion of this Government on the revised draft Bill prepared by the Government of India to amend the sanitary clauses of Section 6 of the Indian Ports Act, 1889, and asking for a set of rules to be framed under Sub-clause (*i*) of the Bill to meet the case of diseases common in India.

Letter from the Secretary, Chamber of Commerce, Bombay, dated the 11th September 1899.
Memorandum from the Commissioner in Sind, No. 2468, dated the 30th September 1899, and accompaniments.
Letter from the Health Officer of the Port of Bombay, No. 1902, dated the 12th September 1899.
Letter from the Remembrancer of Legal Affairs, No. M.—139, dated the 19th November 1899.
Letter from the Commissioner of Customs, No. 6681, dated the 24th November 1899.

2. In reply, I am to forward, for the information of the Government of India, the marginally noted reports of the officers and bodies consulted by this Government, and to state that the Trustees of the Port of Bombay are of opinion that the amended Bill fulfils the requirements of the case with a minimum of interference with the trade of the port.

3. With regard to the opinions forwarded, I am to state that the Commissioner of Customs and the Health Officer of the Port of Bombay

approve of the provisions of the Bill. The Remembrancer of Legal Affairs observes that the proposals of the Government of India would appear to meet the purposes for which they were made. The Commissioner in Sind expresses the opinion after consulting the Collector of Karachi, the Chamber of Commerce and the Port Trust, Karachi, that the proposed amended Bill gives all necessary powers for framing regulations to deal with vessels carrying or likely to carry cases of dangerous infectious diseases. The Chamber of Commerce, Karachi, proposes the insertion of the words "or other cargo, especially old gunny bags and wrappings" after the words "food stuffs" in Sub-clause (*vi*) of the Bill. As pointed out by the Commissioner in Sind, this recommendation is contrary to the principle laid down in the Despatch of the Secretary of State which formed one of the enclosures to the letter under reply, and cannot therefore be accepted. The Chamber of Commerce, Bombay, considers that the draft Bill submitted by the Government of India to the Secretary of State in December last, would, with the omission of the paragraphs relating to quarantine and with some slight emendations, be more likely than the more recent Bill, to effect without friction the purposes in view. The Chamber also recommends the inclusion in the Bill of a clause specifying, as in Part II of the Regulations of the Local Government Board in England accompanying your letter under reply, those diseases of an infectious or contagious character, not so specified, are to come within the purview of the Act. The apprehensions of the Chamber of Commerce seem to this Government groundless, but some of their objections will deserve careful consideration in framing rules under the proposed Act.

4. In communicating these opinions to the Government of India, I am to observe that this Government approve generally of the provisions of the revised Bill, subject to the following remarks regarding the term "dangerous infectious diseases" occurring therein, which, it is observed, has been adopted in lieu of the term "diseases of an infectious or contagious character" which occurs in the Secretary of State's Despatch (Revenue) No. 96, dated the 4th May 1899. The word "infectious" does not appear to have been defined to include "contagious": there is no definition in the General Clauses Act bearing on the point: in the Bombay District Municipal Bill, which has been referred to a Select Committee, the Government of India have allowed the expression "dangerous diseases" to remain: and in the Epidemic Diseases Act, 1897, the expression, "dangerous *epidemic* disease" is used. His Excellency the Governor in Council is of opinion that in the Bill under consideration such terms should be used as to leave no doubt that dangerous contagious diseases of

an epidemic character are comprised, and presuming that the expression "dangerous epidemic disease" occurring in the Epidemic Diseases Act, 1897 would cover all dangerous diseases of an infectious or contagious character, the Governor in Council is inclined to think that that expression might with advantage be adopted in the present Bill.

5. In paragraph 6 of the letter under reply the Government of India request to be furnished with a set of rules to be framed under Sub-clause (*i*) of the Bill to meet the case of diseases common in India. It will be seen from the reports of the Health Officer of the Port of Bombay and the Remembrancer of Legal Affairs, that two sets of rules have been framed by the former officer and that the latter officer has prepared a third modified set. This latter set of rules seems to need some further modification. But a discussion of them will take time and moreover it would be premature to express final approval of any rules, when the precise terms of the Act under which they are to be promulgated, have not yet been absolutely determined. This Government will however at once proceed to consider the rules and communicate to the Government of India in due course their views regarding them as also regarding the questions raised by the Health Officer of the Port of Bombay and the Remembrancer of Legal Affairs as to the incidence of the cost that may be incurred in removing and attending on the sick, burying the dead, disinfecting the infected vessels or cargo or re-imbursing the cost of cargo of undecked native craft destroyed.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

Memorandum from the Commissioner in Sind, No. 2468, dated the 30th September 1899 :—

"The Acting Commissioner in Sind, presents compliments and with reference to Government Resolution No. 3377, dated 3rd August 1899, General Department, forwarding the draft Bill to amend the Indian Ports Act, has the honour to express his opinion, after consulting the Collector of Karachi, the Chamber of Commerce and the Port Trustees, that the proposed Bill gives all necessary powers for framing regulations to deal with vessels carrying or likely to carry cases of dangerous infectious disease.

"2. The Chamber of Commerce, a copy of whose letter is attached, propose an addition to sub-clause (*vi*) the insertion of the words 'or other cargo, especially old gunny bags and wrappings,' after the word 'food-stuffs.'

This recommendation the Acting Commissioner is unable to support as it is contrary to the principle laid down in the Despatch of the Secretary of State, and accepted by the Government of India with the one exception of food-stuffs in undecked native craft. In any case, the exact wording proposed by the Chamber of Commerce could not be adopted as the other cargo, etc., would not necessarily be 'for human consumption.' But the object of sub-clause (*vi*) is not apparent to the Acting Commissioner, if, as would seem from the instructions given in paragraph 6 (6) of the Government of India's letter, embodied in the Government Resolution, cargo can be dealt with by rules framed under sub-clause (1).

"3. A copy of the letter from the Port Officer, Karachi, the views expressed in which were adopted by the Port Trustees, is also forwarded.

The latter portion of his letter will be considered by the Commissioner in Sind, when, as the Local Government for the purposes of the Indian Ports Act, he frames the rules for the Port of Karachi under the amended Act, and the Acting Commissioner would request that he may be favoured with a copy of the draft rules that are to be forwarded to the Government of India.

"4. The Acting Commissioner must express his regret for the delay in submitting this report; the opinion of the Chamber of Commerce was only received yesterday."

Letter from the CHAIRMAN, KARACHI CHAMBER of COMMERCE, to the COMMISSIONER in SIND, No. 322, dated the 29th September 1899:—

"I have the honour to acknowledge receipt of your office letter No. 2113 of the 19th ultimo, forwarding copy of Government Resolution No. 3377, dated 3rd August 1899, and accompaniments, on the subject of a Bill to amend the Indian Ports Act, 1889; and requesting the opinion of the Chamber on the proposals of the Government of India as contained in their letter No. 2185, dated 10th July 1899.

"I have the honour to state that the Managing Committee approve of the proposed substitutions in clause (*p*) of sub-section (1) of Section 6 of the Indian Ports Act, 1889, but are of opinion that the

words ' or other cargo, especially old gunny bags wrappings ' (which have been proved to convey infection), should be added to or inserted in clause VI sub-section (*p*) after the words ' food-stuffs.' "

Letter from the PORT OFFICER, KARACHI, to the COMMISSIONER in SIND, No. 1936, dated the 28th August 1899 :—

" With reference to the correspondence received under your No. 2113 of the 15th instant, I have the honour to state that under the circumstances explained by the Government of India in their letter No. 2185, dated 10th July last, the revised Bill to amend clause (*p*) of sub-section (1) of Section 6 of the Indian Ports Act X of 1889, contains in my opinion all provisions required for the protection of ports against the importation of infectious disease, and in this opinion the Port Health Officer concurs.

" 2. The existing Medical Inspection Rules, though pronounced to be legal by the Advocate General, do not provide for all requirements, and as they are to be recast by the Commissioner of Customs, and will probably be extended by you to this port, I would invite your attention to the remarks conveyed in the correspondence ended with your office No. 1816, dated 20th August 1895, and would suggest that the draft rules which I presume will be primarily intended for the Port of Bombay, may, when received, be communicated to this office prior to their publication in the " Sind Official Gazette," in view to any alteration being made that may be necessary to suit this port.

" 3. I would also point out that no hospital dues under Section 50 of the Ports Act are levied at this port and the question, as to who should bear the cost as regards expenditure incurred in removing and attending on the sick, burying the dead, disinfecting the infected vessels or cargo or re-imbursing the cost of cargo of undecked native craft destroyed, might also be clearly defined on this occasion."

Letter from the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, No. 6681, dated the 24th November 1899 :—

Bill to amend the Indian Ports Act, 1889.

" In continuation of my letter No. 6565 of the 21st instant, in reply to your No. 5180 of the 14th November 1899, on the subject noted marginally, I have now the honour to submit

reports No. 1902, dated 12th September 1899, from the Port Health Officer and from the Remembrancer of Legal Affairs, No. M.—139 of 19th November 1899.

"2. On receipt of the Legal Remembrancer's remarks I again personally consulted the Port Health Officer and he agrees with me in thinking that the Bill and draft rules as now amended, will meet the case of cholera, small-pox, measles and black leprosy which can be correctly described as 'dangerous infectious diseases common in India.'

"3. Plague and yellow fever diseases hitherto uncommon in India can also be dealt with either under the Epidemic Diseases Act or under Section 2 (*p*) (*ii*) of the Bill to further amend the Indian Ports Act.

"4. But we fear 'Jigger' (which cannot be properly described as 'a dangerous infectious disease') would not come within Section 2 (*p*) (*ii*) of the Bill as at present worded. No doubt jigger is a 'dangerous disease' but is it 'infectious'?

"5. It might perhaps be possible to amend Section 2 (*p*) by inserting an 'or' between the words 'dangerous' and 'infectious' and this would be a satisfactory amendment from the Port Health Officer's point of view and would cover all cases. But, if such an amendment be deemed undesirable, then in Rule I proposed by the Legal Remembrancer it might be sufficient to state distinctly that cholera, small-pox, measles, black leprosy and jigger shall be deemed to be dangerous (or) infectious diseases common and uncommon in India and that the rules made under said section apply to them. The necessity for orders on the points as to detailed management raised by the Health Officer of the Port in his No. 1902, dated 12th September 1899, is a matter for the consideration of Government."

Letter from the HEALTH OFFICER of the PORT of BOMBAY to the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay, No. 1902, dated the 12th September 1899 :—

"With reference to paragraph 1 of Government Resolution, General Department, No. 3377 of 3rd August 1899, I have the honour to forward two sets of Medical Inspection Rules. Those marked A are the old rules somewhat modified to meet the requirements

of the times and are the ones which I would like to see adopted as they have been in force for a long time and only require to be given the force of law. Those marked B are another set on much the same lines.

"2. It would be advisable to get a ruling by Government as to who is responsible for the following :—

(*a*) The cost of bringing on shore clothing, bedding and other articles which may require to be disinfected.

(*b*) The cost of material and labour for disinfecting a vessel or any part thereof.

(*c*) The cost of bringing to the disinfecting stove any infected cargo on open decked vessels which may be capable of disinfection.

(*d*) The value of any infected cargo on open decked vessels which is not capable of disinfection and which therefore would require to be destroyed.

(*e*) The cost of any food-stuff which from decomposition or other causes is found unfit for human consumption.

"3. Up to the present, the custom in this port has been for the Commander or owner to provide labour from his crew as well as the necessary disinfecting material for use on board of vessels and I would venture to suggest that all expenses in connection with the bringing on shore for disinfection of any articles as well as the value of any property which from its nature requires to be destroyed and also the value of any food-stuff which from decomposition or other causes is unfit for human consumption, should be borne by the Master or owner of the vessel or of the articles destroyed.

"4. Government at present bear all the cost of the disinfection on shore of crews and passengers" clothes, bedding and baggage.

"5. It will be necessary for Government to publish for the purpose of the Act the names of the diseases, which, if they occur on board a vessel, will render it liable to conform to the Rules and Regulations framed under the amended Indian Ports Act. They are as follows :—

Cholera, small-pox, measles, scarlatina, black leprosy, jigger, plague and yellow fever."

Letter from the REMEMBRANCER of LEGAL AFFAIRS to the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, No. M.—139, dated the 19th November 1899:—

"I have the honour to express my regret that a heavy press of urgent work should have delayed my reply to your letter No. 5157 of 28th September last.

"2. The proposals of the Government of India would appear to meet the purposes for which they were made. The Government of India have pointed out in paragraph 6 of their letter (quoted in the preamble to Government Resolution No. 3377, General Department, dated 3rd August 1899) that the case of diseases uncommon in India is met by the Plague Regulations issued under the Epidemic Diseases Act. All that remains is to frame rules applicable to diseases common in India.

"3. The Port Health Officer has framed two sets of rules. As the rules marked A are practically a reproduction of rules which have been long in force, and have, it may be presumed, worked with success, it would seem desirable to adopt that draft with a few slight modifications which I have endeavoured to indicate in the rough draft accompanying this letter.

"4. It would, I think, be convenient to indicate at the beginning of the rules the diseases which are to be considered as 'dangerous infectious diseases common in India.' I cannot offer any opinion as to what those diseases may be, but with reference to the proposed inclusion of 'jigger' I would invite a reference to paragraph 7 of the Government of India's letter where it is pointed out that the disease can be dealt with under rules relating to diseases *uncommon* in India.

"5. Rule 6 of the accompaniment, which has been borrowed from the Health Officer's draft Rules B., has been inserted with a view to an explicit declaration of the powers of the Port Health Officer as regards undecked vessels. The wording of Rule 5, as it stood, might have left some doubt as to those powers.

"6. The rules appear to provide for all the points noted in paragraph 6 of the Government of India's letter, and receive support from the fact that they have practically been long in force.

"7. With reference to paragraph 3 of your letter, I have the honour to point out that the question is one of policy on which I am not in a position to offer any opinion."

Rules proposed by the Government of Bombay and sent to the Government of India with letter No. 1917, *dated the 4th April* 1900.

(*Vide* paragraph 6 of the letter from the Government of India, No. 2185, dated the 3rd August 1899.)

PREAMBLE.

His Excellency the Governor in Council is pleased to make the following rules under clause (*p*) (*i*) of sub-section (1) of Section 6 of the Indian Ports Act of 1889 as amended by Act ——— and to declare them applicable to the Port of Bombay.

Rule 1.

For the purposes of these rules the following diseases shall be deemed to be dangerous infectious diseases common in India : Cholera, Small-pox, Measles, Scarlatina, Black Leprosy.

Rule 2.

For the purposes of these rules the term " Health Officer " shall include the Health Officer of the Port and also any Additional or Assistant Health Officer of the Port and any person appointed by Government by name or by virtue of his office to perform any of the duties of the Health Officer of the Port.

Rule 3.

The master of every vessel in, or entering, the port, on board of which there is, or has been, during the voyage from which she is arriving, among the passengers or crew, any case of one of the diseases mentioned in Rule 1, shall hoist at the main a signal which shall be, by day, the flag Q of the Commercial Code : and by night, three lights, *red-white-red* one above the other.

Rule 4.

The master shall also, verbally (either personally or by an officer) or in writing and without delay, give information of every such case to the Officer in charge of the Harbour Police. He shall also, if the vessel is entering the port and is boarded by a pilot or any officer of the Customs or Police Department on duty, give similar information without delay to the pilot and such officer. No vessel to which Rule 3 is applicable shall be permitted to enter Dock before the Health Officer has made his inspection.

Rule 5.

If such cases of disease have exceeded or exceed two in number, no passengers or crew shall be permitted by the master to land or to communicate with other vessels in the Port before the arrival of the Health Officer, and no cargo or baggage or any articles except mails shall be landed. If no more than two such cases of disease have occurred, the master of the vessel shall be responsible that pending the arrival of the Health Officer all reasonable precautions are taken to prevent the spread of the disease and in particular shall prevent the departure from the vessel of any of the crew and of any sick passenger or passengers whom he has reasonable cause to consider to be likely to carry infection and shall also prevent the landing of cargo, and infected bedding, clothes and other articles which, he has reasonable cause to consider, are likely to be infected.

Rule 6.

The Health Officer shall, as soon as conveniently possible, visit and inspect the vessel, more especially with reference to the sanitary condition, and shall inquire into the circumstances attending each case of disease, and shall make such inspection of the passengers and crew then on board as he considers to be necessary. The inspection by the Health Officer will ordinarily take place between sunrise and sunset.

Rule 7.

On the completion of the inspection provided for in Rule 6, such of the passengers and crew as are found to be free from any of the before mentioned diseases and unlikely to carry infection, shall be allowed to land. Cargo and baggage may also be landed, except such as the Health Officer is empowered, in any of these rules, to disinfect or destroy.

Rule 8.

If a case of any of the diseases mentioned in Rule 1 happen on any vessel after she has entered Dock, the master shall forthwith cause information thereof to be given to the Dock Master and shall be responsible that the sick person shall be isolated as much as possible and that free communication with the Dock wharf is stopped until the Health Officer has inspected the vessel and enquired into the case.

Rule 9.

The Health Officer is empowered, when he considers it necessary, to direct the master to disinfect such parts of the vessel and to disinfect or, if necessary, destroy such bedding and clothes as may, in the opinion of

the Health Officer, be infected. Such disinfection and destruction shall be conducted by the master under the supervision of the Health Officer. If it is necessary, in the opinion of the Health Officer, that any articles should be taken on shore for purposes of disinfection, no charge will be made by Government for the use of the disinfecting stove, but otherwise all expenses in connection with the disinfection and destruction provided for in this rule shall be borne by the master of the vessel.

If the disease is cholera, the Health Officer may direct the master to have the bilges and water tanks emptied and cleaned.

If the disease is small-pox, the Health Officer may at his discretion vaccinate such of the passengers and crew as are willing to be vaccinated.

Rule 10.

The Health Officer shall have power to order the disinfection or, if necessary, the destruction of food stuffs on board any undecked native craft which he may consider to be infected with any of the diseases mentioned in Rule 1.

Rule 11.

On completion of his inspection the Health Officer shall arrange with the assistance of the Police and Municipal authorities for the conveyance of persons suffering from any of the diseases mentioned in Rule 1, to a hospital on shore unless (1) he is satisfied that they or their friends can make adequate arrangements elsewhere, or (2) the sick persons are onward bound in the vessel and the master is willing to keep them on board. In such case the master shall, at his own expense, take such precautions and provisions as may be directed by the Health Officer for the isolation of the sick persons on board and for the disinfection of their clothing and baggage and any bedding or articles used by them and for the prevention of the spread of disease.

Rule 12.

If cases of the diseases mentioned in Rule 1 have been more numerous than two, or if they have occurred on a pilgrim or emigrant vessel, or if the Health Officer, for other special reasons, deem that further precautions are advisable, he may direct that the vessel shall proceed or be removed to the anchorage appointed for the purpose. Such vessel shall remain at such anchorage until the necessary action has been taken under Rule 8 above, and during that period shall fly the flag Q by day at the main, and exhibit three lights, *red-white-red*, one above the other, by

night at the same place, and the master of such vessel shall be responsible that there shall be no communication between such vessel and the shore or with other vessels in the port.

Rule 13.

Nothing in these rules shall be deemed to prevent a vessel whose master is unwilling to submit to the above regulations, from proceeding to sea, provided that there has been no communication between such vessel and the shore or with other vessels in the port.

No. 5771A OF 1900.

GENERAL DEPARTMENT:
BOMBAY CASTLE, 6th November 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Bill further to amend the Indian Ports Act, 1889, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill. I am also to request the favour of a reply by the 1st December 1900.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 29th November 1900.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 5771A of the 6th instant, accompanied by a copy of the Bill to further amend the Indian Ports Act, 1889, on the provisions of which you desire to be furnished with the opinion of the Chamber.

The Bill (together with the statement of objects and reasons) has received the careful consideration of the Committee, who have taken the opportunity of consulting members of the Chamber directly interested in its provisions, and I am to say that the proposed Act meets with their entire approval.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX J.

THE POST OFFICE.

CONVEYANCE OF PARCELS.

BOMBAY, 29th October 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—We beg to call your atention to a Postal Notice dated Simla, 4th September 1900 with reference to parcels forwarded in India. For obsoleteness this notice claims preeminence, as it is rather late in the day to introduce measures futile, seeing plague is practically a resident of India and almost claims kindredship with cholera. We had occasion to send some small parcels per V. P. Post containing pharmaceutical drugs, and these were refused because forsoothe a declaration was not made on each parcel that the particular parcel *did not contain any soiled linen rags or waste paper*. This declaration is also required to be entered on the V. P. Postal forms sent along with each parcel. When plague was so bad all these years, no such regulations were deemed necessary, and so far as we know no one has come forward to accuse the Post Office as a medium of infection. Why this innovation ?

Without wishing to enter into a lengthy correspondence it would be interesting to learn what is considered waste paper. Any paper we presume not needed, and used for wrapping purposes may be considered waste paper—or is there some postal definition of the word "waste" which does not appear in any up-to-date dictionary and which the general public are unaware of and thereby unintentionally make a false statement.

We think this is a matter the Chamber might well call attention to seeing it will interfere materially with business conducted under the post parcel and V. P. systems and cause needless annoyance, etc., to all concerned if the Post Office Officials consider they have a right to satisfy their curiosity by inspection to see that Government rules are not infringed—a not unlikely possibility—unless the present declaration is a mere formality.

We beg to enclose the form we received from the Post Office to-day.—We are &c.,

FARBENFABRIKEN BAYER & Co., LD.,

CHAS. VERNON, Managing Director.

POSTAL NOTICE.

SIMLA, 4th September 1900.

It is hereby notified that no parcel (other than those containing plague cultures for the posting of which special provision is made in the Indian Postal Guide) will be accepted for transmission by post when tendered at a post office within a plague-infected area, unless it bears upon its cover, or upon a label to be attached to the parcel, a declaration, signed by the sender to the following effect :—

"This parcel does not contain any soiled linen, rags or waste paper."

2. The post office at Bombay being situated within an area which has been declared by the Government of India to be plague-infected, the conditions prescribed in the preceding paragraph must in future be complied with in respect of parcels intended to be posted at this office.

A. U. FANSHAWE,
Director-General of the Post Office of India.

BOMBAY CHAMBER OF COMMERCE, 15th November 1900.

Messrs. FARBENFABRIKEN BAYER & Co., LD., Bombay.

DEAR SIRS,—On receipt of your letter of the 29th ultimo I was directed by the Committee of the Bombay Chamber of Commerce to make enquiries as to the occasion of the issue of the Postal Notice of which you complain and which directs that Inland postal parcels tendered for transmission within a plague infected area should bear a declaration that they contain no soiled linen, rags or waste paper.

I am now directed by the Committee to inform you that the said Postal Notice was issued in pursuance of Government of India Notification No. 4230, dated 20th August last and was designed to take out of the hands of postal window clerks, who had hitherto exercised it, discretionary power as to the acceptance or rejection of a parcel believed to contain susceptible articles.

I am to say that in the opinion of the Committee such a change is desirable and that they are therefore not disposed to move further in the matter.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX K.

BANKERS' BOOKS EVIDENCE ACT, 1891.

CALCUTTA, 1st May 1900.

To His Excellency the Right Hon'ble GEORGE NATHANIEL, BARON CURZON of KEDLESTON, P.C., G.M.S.I., G.M.I.E., Viceroy and Governor-General of India.

THE HUMBLE MEMORIAL OF THE BENGAL CHAMBER OF COMMERCE.

RESPECTFULLY SHEWETH,—1. That on the 15th February 1898, at the Criminal Sessions of the High Court, Calcutta, one Patrick McGuire was convicted of the offence of criminal breach of trust as an Agent under section 409 of the Indian Penal Code.

2. That on the trial of the said Patrick McGuire there were tendered and admitted in evidence on behalf of the Crown, certain documents which purported to be certified copies of certain entries in the books of the Calcutta Branch of the Delhi and London Bank, Limited, and of certain entries in the books of the Credit Lyonnais, a Banking Corporation, having at the time a branch business in Calcutta.

3. That such documents were so admitted in evidence by virtue of the provisions of section 4 of the Bankers' Books Evidence Act, 1891, which section is as follows :—

> "4. Subject to the provisions of this Act, a certified copy of any entry in a banker's book shall in all legal proceedings be received as *prima facie* evidence of the existence of such entry and shall be admitted as evidence of the matters, transactions and accounts therein recorded in every case where, and to the same extent as, the original entry itself is now by law admissible but not further or otherwise."

4. That by section 2 (2) of the Act "bank" and "banker" are defined to mean—

(*a*) Any Company carrying on the business of bankers.

(*b*) Any partnership or individual to whose books the provisions of this Act shall have been extended as thereafter provided in the Act.

(c) Any Post Office Savings Bank or money order office, and by sub-section 1 of the same section " Company " is defined to mean a Company registered under any of the enactments relating to Companies from time to time in force in British India, or incorporated by an Act of Parliament, or of the Governor-General in Council or by Royal Charter or Letters Patent.

5. That it is provided by section 26 of the Letters Patent for the High Court of Judicature at Fort William in Bengal, dated the 28th December 1865, that on its being testified by the Advocate-General of Bengal, that in his judgment there is an error in the decision of a point or points of law decided by the Court of Original Criminal Jurisdiction, or that a point or points of law which has or have been decided by the said Court should be further considered, the said High Court shall have full power and authority to review the case or such part of it as may be necessary, and finally determine such point or points of law, and thereupon to alter the sentence passed by the Court of Original Jurisdiction, and to pass such judgment and sentence as to the said High Court shall seem right.

6. That the Honorable the Advocate-General on the 9th January 1900 granted to the said Patrick McGuire on his application a certificate under section 26 of the Letters Patent 1865, to the effect that he, the Advocate-General, was of opinion that the learned Judge who presided at the Criminal Sessions of the High Court on the trial of the said Patrick McGuire erroneously decided certain points of law, and erred in law in admitting in evidence certain exhibits purporting to be certified copies of certain entries in the books of the Calcutta Branch of the Delhi and London Bank, Limited, and in the books of the Credit Lyonnais, Calcutta.

7. That on the 26th January 1900 the said Patrick McGuire made an application to the High Court supported by the certificate of the Advocate-General for a review of the case on the grounds stated in such certificate.

8. That it was decided by a full Bench of the Judges of the High Court, on the revision of the case, on the 25th March 1900 that inasmuch as neither of the said Banking Companies came within the definition of a " Company " set forth in section 2 (1) of the said Bankers' Books Evidence Act, 1891, the documents in question did not fall within section 4 of the said Act and were therefore not admissible in evidence. A copy of the judgment of the High Court is annexed for reference.

9. Your Memorialists are informed and believe that there are in Calcutta and elsewhere in British India a considerable number of Banks which exist only as the branches of various banking institutions in Europe, and are not Companies within the meaning of section 2 (1) of the Bankers' Books Evidence Act, nor partnerships to whose books the provisions of the said Act have been extended, and your Memorialists respectfully submit that the fact that certified copies of the accounts kept by such branch banks are not therefore admissible in evidence in any Court in British India or constitutes a serious defect in the law which should be remedied.

Your Memorialists therefore humbly pray that Your Excellency in Council will be graciously pleased to cause amendment to be made in the Bankers' Books Evidence Act, 1891, whereby the provisions of that Act may be extended to the books of every bank or banker who shall for the time being carry on business in British India as a branch or an Agent of any bank or banker carrying on business beyond the limits of British India, and that Your Excellency will be graciously pleased to cause such further or other amendment of the law with reference to the same as to Your Excellency may appear advisable.

And Your Memorialists will ever pray, etc.

G. H. SUTHERLAND, President.

W. PARSONS, Secretary.

ORDINARY ORIGINAL CRIMINAL JURISDICTION.

FULL BENCH.

MACLEAN, C. J.
PRINSEP, J.
MACPHERSON, J.
HILL, J.
STANLEY, J.

THE EMPRESS
vs.
PATRICK McGUIRE.

March 5th, 1900.

Maclean, C. J.—On the 15th February 1898 the prisoner was tried at the first Criminal Sessions of this Court sitting in its Ordinary Original Criminal Jurisdiction, before Mr. Justice Hill and a common jury, for the offence of criminal breach of trust as an Agent, and was found guilty and sentenced to three years' rigorous imprisonment and to pay a fine of Rs. 1,000.

The prisoner has obtained from the learned Advocate-General a certificate, to the effect that the learned Judge has erroneously decided the following points :—

(*a*) For that the learned Judge erred in law in admitting in evidence Exhibits D, I, J, as against the said Patrick McGuire. (*b*) For that the learned Judge erred in law in permitting the aforesaid Exhibits to be handed to certain witnesses and in admitting in evidence the statement made by such witnesses after perusal thereof. (*c*) For that the learned Judge exercised his judicial discretion erroneously in not granting the adjournment for a reasonable time applied for by the Counsel for the prisoner for the return of the Commission directed for the examination *viva voce* of Mrs. Jane M. Walmsley.

I will deal with these points *seriatim*. Upon the first point, I think it is quite clear that these Exhibits were not admissible. The Exhibits D and I purport to be certified copies of certain entries in the Books of the Calcutta Branch of the Delhi and London Bank, Limited, and Exhibit J purports to be a certified copy of certain entries in the Books of the Credit Lyonnais, Calcutta, though the certificate is not in the form prescribed by the Bankers' Books Evidence Act 1891. It is admitted that neither of these Banking Companies—they are both Companies—was registered under any of the enactments relating to Companies from time to time in force in British India, or incorporated by an Act of Parliament or of the Governor-General in Council, or by Royal Charter, or Letters Patent. Neither of these Companies come within the definition of a " Company " as defined in sub-section (1) of section 2 of the Act, and consequently the exhibits in question do not fall within section 4 of the Act. They are clearly not admissible, and, no doubt, if the attention of the learned presiding Judge had been called to the point, they would not have been admitted.

At the same time I am satisfied upon the evidence on this part of the case which has been read to us—the oral evidence of Kirkpatrick with the documents he proved, and the prisoner's own pass book, which he himself put in evidence—that the facts which it was desired to prove by these certified copies were amply proved *aliunde*. Exhibit J had virtually no bearing upon the real question in issue. In my opinion independently of these so-called certified copies, there was sufficient evidence to justify the decision, and the case is amply covered by section 167 of the Evidence Act.

The second point is that the learned Judge was wrong in permitting those Exhibits to be handed to certain witnesses, and in admitting in evidence the statements made by such witnesses after perusal thereof. It appears to me, looking at the evidence of Kirkpatrick, and the way in which these copies were put in, that they were not put into the hands of the witnesses for the purpose of allowing them to refresh their memory from them. It would rather appear as if they were put into the hands of the witnesses for the purpose of being identified by them and then made exhibits, and not with the object which is suggested, of allowing the witnesses to refresh their memory from them. That disposes of the second point.

The last point is that the learned Judge has exercised his judicial discretion erroneously in not granting the adjournment for a reasonable time applied for by the prisoner's Counsel for the return of the commission issued for the examination of Mrs. Jane M. Walmsley. On this point, I must say, that I entertain a very grave doubt whether, having regard to the language of section 26 of the Letters Patent, a certificate ought to be granted by the Advocate-General in a case in which he thinks that a Judge of this Court, sitting in the Ordinary Original Jurisdiction of this Court, has not properly exercised his judicial discretion, during the trial of the case. It seems to me that it would be a dangerous doctrine to admit that a certificate ought to be granted upon such a ground ; if the principle be once admitted, it is difficult to see where the line is to be drawn. Any way, I may point out that under section 26 of the Letters Patent, it is not compulsory on the Court to deal with a certificate founded upon such a point ; and for my own part, I should be very chary about doing so.

I am not prepared to say that, if in a criminal case,—though I can scarcely suppose the event,—a Judge acts in so arbitrary and high-handed a manner as to indicate clearly that he has exercised no discretion at all in the matter, far less a proper judicial discretion, in a manner which shows that his action has promoted a denial of justice,—the Advocate-General would not be justified in granting a certificate, and that this Court would not be right in entertaining the matter ; but it ought to be a very strong and a very clear case. Nor do

I wish to be regarded as saying that an improper exercise of judicial discretion may not in certain cases, be matter for review as a point of law.

In making these observations I desire it to be distinctly understood that I am making no personal reflection upon the learned Advocate-General in the present case, for it may well be that he had not before him all the materials which are now before us.

In the present case there is not the slightest ground for saying that the discretion vested in the Judge was not properly exercised. It was merely a question of adjournment. Surely this is eminently a matter for the presiding Judge in a Criminal case.

Upon the facts of the case, and upon the affidavit of the prisoner himself, it is clear to my mind, that the learned Judge so far from having exercised his discretion erroneously, exercised his discretion quietly, properly and judicially. In my opinion, he was perfectly right in refusing any further adjournment. The prisoner might have applied to the Court for the commission some days before he actually did, in which case it could have been returned in ample time to be used at the trial. There was plenty of time for him to have done so ; he seems to have waited until almost the last moment. And when his Counsel knew that the commission had not been returned by the appointed hour, there was then plenty of time to have sent to the Magistrate at Alipore and to have ascertained why it had not been returned. I do not entertain the slightest doubt that the course adopted by the learned Judge was right, and, in my opinion, there is no ground for our interference upon this head. For these reasons I think that the application for review ought to be refused.

Prinsep, J.—I am of the same opinion. I have nothing to add.

Macpherson, J.—I also agree and have nothing to add to what has been said by the learned Chief Justice.

Hill, J.—I also concur.

Stanley, J.—I agree with the learned Chief Justice.

No. 1109-1900.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING, CALCUTTA, 20th August 1900.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—In continuation of my letter No. 746-1900, of 14th July 1900, I am directed by the Committee of the Bengal Chamber of Commerce to again address you with reference to the amendment of the Bankers' Books Evidence Act, 1891, a Memorial to His Excellency the Viceroy in regard to which was forwarded under cover of my letter No. 650-1900 of 2nd May 1900.

2. The Hon'ble the Legal Member of Council, in moving for leave to introduce the Bill to amend the law of evidence with respect to Bankers' books, which was petitioned for by this Chamber and is now before the Council, referred to the question of extending the definition of the word "Company," so as to include all Foreign Banks in India, but he went on to state that, after carefully considering the question, the Government of India had come to the conclusion that it would be better to leave these Foreign Banks to be admitted in particular cases, one by one, under the power of notification given by section 3 of the Act of 1891.

3. As a result of the views then expressed by the Hon'ble the Legal Member, the Committee find that the Statement of Objects and Reasons attached to the amending Bill contains these words: "But, in the case "of Companies registered under foreign enactments only, the Government "of India are of opinion that the discretionary power conferred by section "3 of the Act of 1891 upon Local Governments still provides the most "convenient procedure." The attention of the Committee has been drawn to the fact that section 3 only empowers the Government to extend the Act to any "partnership or individual" carrying on the business of Bankers, and that this provision will certainly not cover the case of Foreign Banks carrying on their business in Calcutta or elsewhere in India by means of *Agents*, as they would neither come under the head of "partnership" nor "individual."

4. The Committee are advised that section 2, sub-section 2, clause (*b*), "any partnership or individual to whose books the provisions of this Act

shall have been extended as hereinafter provided," is not affected by the proposed amendment of the Bill, so that the words "Bank" and "Banker" as used in the Act will still continue to mean any "partnership or individual" to whose books the provisions of the Act shall have been extended. Section 3 provides that the Local Government may, from time to time, by notification in the Official Gazette, extend the provisions of the Act to the books of any partnership or individual carrying on the business of Bankers within the territories under its administration, and may, in like manner, rescind any such notification. Unless, therefore, the Bankers' Books Evidence Act is still further amended by the alteration of the wording of section 2, sub-section 2, clause (*b*), and section 3, the provisions of the Act cannot be extended to such Banks as the Comptoir National D'Escompte de Paris, the Deutsch-Asiatische Bank and branches of other foreign institutions, as they cannot be said to be "partnerships or individuals" carrying on the business of Bankers.

5. In view of the fact that the extension of the provisions of the Act to the books of Companies incorporated by foreign enactment is a matter which concerns the public as facilitating evidence, the Committee consider it very desirable, for the avoidance of difficulties in the future, that the Act should be further amended, as now indicated, and they would respectfully solicit the favourable consideration of Government to their request.—I have, &c.,

W. PARSONS, Secretary.

APPENDIX L.

BILL TO PROVIDE FOR THE REGULATION OF THE IMPORTATION, POSSESSION AND SALE OF WHITE ARSENIC AND OTHER POISONS.

No. 2623 of 1900.

JUDICIAL DEPARTMENT.

BOMBAY CASTLE, 18th April 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 31st August 1899,* I am directed to forward to you herewith copy of a letter from the Deputy Secretary to the Government of India, Home Department, No. 439, dated the 22nd March 1900, regarding the Bill to provide for the regulation of the importation, possession, and sale of white arsenic and other poisons, and to request that you will be so good as to favour Government at your early convenience with the opinion of the Chamber upon the two new suggestions mentioned in the letter and on the Bill generally.—I have, &c.,

R. J. C. LORD, Under-Secretary to Government.

No. 439.

CALCUTTA, the 22nd March 1900.

From H. LUSON, Esq., Deputy Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

Home Department
Judicial.

SIR,—I am directed to refer to the correspondence ending with your letter No. 8360, dated the 5th December last, on the subject of the draft Bill to provide for the regulation of the importation, possession and sale of white arsenic and other poisons, and to say that the Government of India will be glad to be furnished with the opinion of the Bombay and

* See page 210 of Chamber's Report for 1899.

Karachi Chambers of Commerce and of Trade Associations (European and Native) in the Bombay Presidency upon the provisions of the draft Bill and upon the following suggestions, which have been received by the Government of India :—

(1) That power should be given under clause 3 of the draft Bill to make a rule providing that powdered white arsenic (except in special cases) is only to be sold mixed with soot, indigo or Prussian blue in the proportion of half an ounce to the pound ; and

(2) that an additional clause 3 (2) (*f*) should be inserted as follows:—"The quantity of white arsenic which may be sold to any person by a retail vendor."—I have &c.,

H. LUSON, Depy. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 26th April 1900.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 2623 of the 18th instant, and in reply to say that the Committee of the Bombay Chamber of Commerce approve of the two suggestions embodied in the communication from the Government of India, Home Department, No. 439 of 22nd March 1900, in regard to the proposed legislation for the regulation of the importation, possession and sale of white arsenic and other poisons.

The Committee have also examined the draft Bill forwarded with your letter under acknowledgment, and I am to say that they have no criticisms to offer on the provisions of the proposed measure.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX M.

SOUTHERN MAHRATTA RAILWAY.

BOMBAY CHAMBER OF COMMERCE, 22nd February 1900.

The SECRETARY to GOVERNMENT, Public Works Department, (Railways) Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to a proposal—which they understand is now before the Government of India—to transfer the control of the Southern Mahratta Railway from the Bombay Railway Department to that of Madras.

2. The matter has received the careful consideration of my Committee, and I am instructed to say that they are unanimously of opinion that such transference, if sanctioned, would re-act prejudicially upon the interests of the commercial community of Bombay. The Committee understand that this Railway—since its commencement in 1881—has been controlled by a Government official attached to the Railway Branch of the Public Works Department in Bombay. This arrangement would appear to be most convenient for merchants using the Line; and as the official in question is always open to be consulted on trade matters connected with the Line, merchants naturally prefer to confer with him personally, instead of having to write letters to a distant place and so involve delay. It is not unusual also for the officers of the Southern Mahratta Railway to frequently visit Bombay for the purpose of interviewing merchants in the same connection, and an examination of the

following table will show that Bombay—both in imports and exp rts—takes by far the largest portion of the traffic carried over the Line :—

Statement showing the S. M. Railway goods traffic carried to and from Madras and Bombay during the years 1897, 1898 *and* 1899 :—

	Madras.		Bombay.	
	Outwards.	Inwards.	Outwards.	Inwards.
	Mds.	Mds.	Mds.	Mds.
1897...	615,471.....	262,379.....	1,318,956.....	1,860,953
1898...	851,672.....	337,082.....	2,359,938.....	1,610,759
1899...	838,413.....	224,761	*5,059,382.....	1,258,114

(The Bombay figures include the traffic via Mormugao.)

As the line in question is directly connected with the G. I. P. Railway, and the figures given above show that the bulk of the traffic carried by the S. M Railway has to pass over the G. I. P. Railway, the Committee consider that the two lines should be controlled from the same centre. If, however, it is found that the work presses heavily on the Administrative Staff in Bombay, the Committee would respectfully suggest that the establishment should be strengthened by the appointment of a Deputy Officer. A similar course would probably have to be followed if the management of the line were transferred to Madras ; but as Bombay is more directly connected with the Railway in question, the Committee trust that H. E. the Governor in Council may be pleased to support their representation in favour of the present arrangement being continued.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 451 of 1900.

P. W. Department, Railway Branch,
Bombay Castle, 28th February 1900.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter dated 22nd February 1900, requesting this Government to support the repre-

* Includes traffic only up to week ending 16-12-99.]

sentation of the Chamber in favour of the present arrangement as regards the control of the Southern Mahratta Railway being continued.

2. In reply, I am to intimate that this Government have already requested the Government of India to continue the present system of control, and to state that the decision of the Supreme Government will be communicated to the Chamber on receipt.—I have, &c.,

J. WILLCOCKS, Under Secretary to Government.

No. 642 OF 1900.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 23rd March 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to para. 2 of my letter No. 451, dated 28th February 1900, I am directed to state, for the information of the Chamber, that the Government of India have decided that the administrative control of the Southern Mahratta Railway should continue, as at present, under the Railway Department of the Government of Bombay.—I have, &c.,

W. HOWARD, Offg. Under Secretary to Government.

PORT TRUST RAILWAY.

No. 1288 OF 1900.

P. W. DEPARTMENT, RAILWAY BRANCH.
BOMBAY CASTLE, 25th May, 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of a Resolution No. 1287, dated 25th May 1900, issued by Government in this Department, in which is embodied a letter from the Government of India approving of the Railway proposed by the Trustees of the Port of Bombay being constructed and worked by the Great Indian Peninsular Railway and requesting that the Agent be called upon to formulate a scheme in consultation with the Bombay Baroda and Central India Railway Company and the Port Trust authorities.—I have, &c.,

W. HOWARD, Officiating Under Secretary to Government.

No. 1287 OF 1900.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 25th May 1900.

Letter from the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, No. 85 R. P., dated 11th May 1900 : –

" I am directed to inform you that, in accepting the report of the Railway Commission held in Bombay to consider the proposed Bombay Port Trust Railway Scheme, and in forwarding it to Her Majesty's Secretary of State for India, the Government of India recommended that the proposed railway from Sion on the Great Indian Peninsula Railway, down the east side of the island to the head of the Ballard Pier, including the connection with the Bombay, Baroda and Central India Railway from Matunga to Mahim, should be constructed and worked by the Great Indian Peninsula Railway Company from funds raised by debentures on terms to be arranged.

" 2. These recommendations His Lordship has accepted on the understanding that suitable arrangements will be made to provide traffic facilities for the Bombay, Baroda and Central India Railway.

" 3. I am accordingly to request that the Great Indian Peninsula Railway Company may now be called upon to formulate a scheme in consultation with the Bombay, Baroda and Central India Railway Company and the Port Trust Authorities for the sanction of the Government of India."

RESOLUTION.—To be communicated to all concerned for information.

2. The Agent, Great Indian Peninsula Railway Company, should be requested to formulate a scheme as directed in para. 3 of the letter from the Government of India.

W. H. K. HOWARD, Officiating Under Secretary to Government.

BENGAL NAGPORE RAILWAY.

No. 975.

CALCUTTA, dated 31st August 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In view of the undoubted interest Bombay has in the Mail service to and from Howrah via Nagpur, I beg to advise as soon as the necessary additions can be made at Howrah Station the Bengal-Nagpur Railway direct line to Howrah via Sini and Khargpur will be open and this may be about the middle of October or 1st November.

2. To commence with it is proposed to accelerate the Mail service via Nagpur from 48 hours down to 44¾, which is below the 45 hours, which the Bengal Chamber have so long advocated.

This will necessitate a complete revision of the B. N. Railway Time Table.

3. In consequence of this we have been in communication with the Postal authorities both as regards the Bombay and Madras mails from Calcutta and as we were not quite in accord I referred the letters to the Bengal Chamber of Commerce and a copy of these letters as per margin are enclosed

Inspector General's letter No. 7035. My reply $\frac{571\ 9}{107}$ of 27th August and Bengal Chamber's Nos. 1158 and 1159 of 29th August with rough Time Table.

4. Should your Chamber approve of suggestions as regards the timing of the arrival and departure from Bombay and would communicate the same to this office and the G. I. P. Railway at your earliest convenience, I shall be extremely obliged.

5. These arrivals and departures have been suggested to suit both the Mail Steamers to and from Europe—local passenger traffic between Bombay and Calcutta, also the local mails.

6. As regards the latter it will be noticed that with the proposed alteration two good outward and inward mails will be given to Bombay and Calcutta, and that letters arriving via the Jubbulpur service can be replied to via the Nagpur and vice versa, letters arriving via the Nagpur service will be replied to conveniently via the Jubbulpur service.—Yours &c.,

H. GRAVES, Traffic Manager.

From the INSPECTOR GENERAL, Railway Mail Service in India, to the TRAFFIC MANAGER, BENGAL-NAGPUR RAILWAY, Calcutta.

No. 7085.

ALLAHABAD, 11th August, 1900.

Proposed train services between Calcutta and Bombay and Calcutta and Madras on opening of the Bengal-Nagpur Railway to Howrah.

I have the honour to acknowledge receipt of your endorsement No. $\frac{57.59}{101}$, dated 5th July, 1900, forwarding a copy of your letter of the same date to the Postmaster General, Bengal, regarding the time table proposed to be introduced on—

(*a*) the Bengal-Nagpur Railway and Great Indian Peninsula Railway for a new service between Calcutta and Bombay, and

(*b*) the Bengal-Nagpur Railway and East Coast Railway for a new service between Calcutta and Madras,

as soon as the Bengal-Nagpur Railway opens to Howrah. In reply I beg to make the following remarks.

2. The draft time table which accompanied your above communication provides for the departure from Howrah of your mail train for Bombay at 11-15 and of your mail train for Madras at 7-0 and for the arrival at Howrah of the Bombay mail at 8-0 and of the Madras mail at 16-5. The hours of arrival at, and departure of, the trains from Bombay and Madras, respectively,* are merely suggested in your time table as they have apparently not yet been settled with the Great Indian Peninsula and East Coast Railways. I may, however, at once say that a departure before noon and arrival after noon at Calcutta and Madras would, in my opinion, prove inconvenient and unsuited to the requirements of the mail service. It is possible to arrange for an evening departure and morning arrival of the mail trains at Calcutta and Madras as the time in transit for this service is proposed to be about 56 hours, though it is not possible to have a similar arrangement for the Bombay service, as the time in transit will be 44¼ hours and a morning departure from and afternoon arrival at Bombay therefore are unavoidable.

---

	* BOMBAY MAIL.					MADRAS MAIL.				
Bombay...	...	...	...Arr.	8-0	Madras	...	...	...	...Arr.	15-0
,, ...	...	...	...Dep.	11-15	,,	...	...	...	...Dep.	9-0

3. I observe from your letter that the East Coast Railway authorities are in favour of a morning arrival at, and evening departure, from Madras and there seems no sufficient reason why the views of the East Coast Railway should not be adopted or why your mail train should not leave Howrah at night and reach Howrah early in the morning. Your objection that, as the East Indian Railway service starts from Calcutta and Bombay in the evening, the Bengal-Nagpur Railway must have their starting in the morning, does not apply of course to the Madras service, but even in the case of your Bombay service the objection need not, I venture to think, be regarded as fatal to or as outweighing the advantages of the proposals which I submit herewith for your consideration.

Howrah-Bombay service.

4. The East Indian Railway Bombay mail leaving Howrah at 18-42 reaches Bombay at 16-0. I would suggest that the Bengal-Nagpur Railway mail train should reach Bombay at 13-30. This hour will not only give an earlier daily delivery at Bombay of inland letters, but will enable the outward foreign mails to arrive on Saturdays in time for the outgoing P. & O. mail steamer. As the time occupied in transit from Howrah to Bombay *via* Nagpur is shown in your draft time table as 44¾ hours, a 13-30 arrival at Bombay would necessitate a 16-45 departure from Howrah. From your letter, however, it would appear that it might be possible to accelerate the journey, and if this can be done to the extent of curtailing the time in transit by 2 hours, your train could start from Howrah at 18-45. This hour would be much more convenient than 16-45 which is rather early for business firms to post their letters.

5. To ensure an early morning arrival at Howrah so as to allow of addressees in Calcutta receiving their Bombay letters by the first delivery, it will be necessary for the Bengal-Nagpur Railway mail train to start from Bombay in the morning. It is proposed to have a 5-0 arrival at Howrah which would necessitate a 8-15 departure from Bombay, but if the time in transit could be curtailed by 2 hours, a 10-15 departure would be possible, and this would be nearer the hour proposed in your draft time table.

Howrah-Madras Service.

6. It is proposed that the Mail train should start from Howrah and Madras, respectively, at 22-0 and reach Madras at 6-0 and Howrah at 5-5,

The proposed hour of departure will provide for the despatch of the day's postings at the Presidency town, and in the case of Calcutta, also of the East Indian Railway Loop line, Darjiling, and Burma mails, while in the case of Madras, it will enable the mails received from the South Indian Railway ordinary mail train and from the South-West line of the Madras Railway to be forwarded without detention. The proposed hour of arrival at Madras will secure connection with the South-West line of the Madras Railway and with the South Indian Railway ordinary mail train. By means of the latter connection mails for Ceylon will reach Tuticorin in the morning instead of late in the afternoon, and this will probably be found an important advantage. The proposed hour of arrival at Howrah will expedite the transmission of mails for Eastern Bengal and especially for Burma.

7. Under the present proposals the train from Calcutta to Madras would reach Bezvada between 14 and 15 hours, too late to connect with the train on the Nizam's Railway which at present leaves Bezvada for Secunderabad at 12-45. It should be possible, however, to accelerate the speed of the Nizam's Railway between Bezvada and Secunderabad so as to allow of a departure from Bezvada at 15-0 and arrival at Secunderabad at the present hour. Similarly, the Southern Mahratta Railway train might be timed to leave Bezvada at 15-0 instead of 12-30 and accelerated so as to reach Guntakal at the present hour. If these revised timings could be arranged, the present connections at Wadi and Guntakal would be maintained.

8. I attach two proposed time-tables A, for the Howrah-Bombay Service, and B, for the Howrah-Madras service, with remarks showing the connections with other lines at terminal and junction stations. The arrangements proposed appear to be such as will not only meet the requirements of the Post Office but will also suit the postal interests and convenience of the commercial community and of the general public. I shall be glad if you will favour me with your views on these proposals. A copy of this letter will be furnished to the Postmasters General, Bengal, Bombay, and Madras, as well as to the General Traffic Manager, Great Indian Peninsula Railway, and Traffic Superintendent, East Coast Railway, but it should be understood that the proposals now made are subject to the approval of the Director-General of the Post Office, to whom a copy of this letter will also be forwarded.

Copy of letter No. $\frac{57/59}{179}$, dated 29th August 1900 from the TRAFFIC MANAGER, BENGAL-NAGPUR RAILWAY, Calcutta, to the INSPECTOR GENERAL, RAILWAY MAIL SERVICE, Allahabad.

Mail Train Services—Howrah, (Bengal-Nagpore Railway) to Bombay and Madras.

In acknowledging your printed letter and enclosures No. 7085 of 11th August 1900, I beg to say that my letters on the above subject commencing with my No. 100 of 4th July 1900 to the address of the Post Master General, Bengal, copy of which was sent to you and Deputy Post Master General, Nagpur, and subsequently to the Director General of the Post Offices, were with a view to ascertain chiefly if the Post Office would be able to make more use of the B.-N. Railway route for mails, especially those to Europe, with the reduction in distances between Howrah, B.-N. R., and Bombay and Madras made by this Railway. I also desired to ascertain if on overland mail days the Post Office contemplated running special Postal trains seeing what a great acceleration could be made from and to Calcutta and Burmah. The feasibility of this acceleration the Post Office are fully aware of, and have availed themselves of, when the Burmah Mail steamers have been late in arriving at Calcutta although the B.-N. Railway route only commenced at Asansol.

2. A reply was looked for first in respect of these matters, and it was not contemplated that the Post Office would go so far as to organise a counter service to suit local instead of what might be called imperial postal requirements, and to further as it were, take the matter out of the hands of the B.-N. Railway by addressing the G. I. P. Railway and East Coast Railway.

3. As regards the Howrah-Bombay services, I ought to perhaps tell you that it is a very open question if the service by the B.-N. route pays, and when it was introduced it was hoped it might encourage traffic, but much had been against it, viz., plague, famine, and having to run over the competing line as between Asansol and Howrah, where we could get no accommodation for through luggage and parcels. Now that an opportunity will soon occur for acceleration, it would have been thought the Post Office might have taken advantage of the route affording acceleration for Overland Mails. Moreover, I would remind you that our proposed service is under 45 hours, which is what the Bengal Chamber of Commerce have frequently asked for. By this means the through passen-

ger traffic might also be increased, as you must be aware that passengers to Europe will follow the mail route rather than another, feeling assured that connections must be maintained for them.

4. In working out your Howrah-Bombay Service, I fear you have not considered the requirements of the Calcutta community as put forward by the Bengal Chamber of Commerce and shown in their proceedings of the years 1896 and 1897, viz., to give an alternative service by the two routes, one leaving in the day and the other at night—nor have you considered the effect on the G. I. P. Railway of two mail trains running between Bhusawal and Bombay so close together after which a long interval would elapse before another fast train would be running to Bombay, and in such circumstances could be of no use to that Railway for their local traffic. Unless the views have changed that I have referred to, I cannot see how such a scheme could be entertained by the Railways or accepted by Calcutta.

5. I am afraid also in criticising the present service on the Kutni-Bilaspur Branch you failed to study the proposed service sent to you, which is accelerated by 2¾ hours in the Up and 4¼ hours in the Down. Nor did you look to the proposal for the trains between Sini and Asansol.

6. As regards the service between Calcutta and Madras, it is not of so much importance to this Railway, and I notice from your proposal that you attach more importance to the local conveniences of the mail service rather than the through service from and to Calcutta right through to Southern India and Ceylon and thence to the Straits, China and the Australian Colonies. The China Mail service at all events from India ought to be of great importance for some time to come.

7. As regards the timing the B.-N. R. put forward, for the service to and from Madras which, had the through mails in view, I beg to say that the Nizam's and S. M. Railways were consulted with regard to it, and they expressed their willingness to alter their trains if they possibly could with a view to improving the services to and from Calcutta.

8. Since putting the B.-N. Railway scheme forward, I have had opportunities of discussing the B.-N. R. proposals with several prominent members of the Calcutta Commercial community and two things have

been asked, which I think could be brought into line with the B.-N. R. scheme. They are the following :—

Proposal 1.—On Overland Mail days as the departure of the present mail is still felt to be inconveniently early, viz., 18-40, especially to the Banking community in connection with exchange transactions, could the B. N.-R. route, time a postal special to leave at 22 o'clock (or 21-27 Ry. time) to catch the present postal mail service at Bhusawal ?

Proposal 2.—The proposed departure at 11-15 while it is an improvement so far as the acceleration is concerned, is just 13 hours short of being made useful as a daily mail. If the trains were timed, however, to leave Howrah and Bombay at 12-15 (Railway time) it would give the whole public time to write important letters by it that day. The postal closing time in Calcutta would be probably 11-15 or 11-45 hours (Calcutta time). These letters would reach their destination (Bombay or Calcutta) on the second day at 9-45 (Railway time) and could be delivered in good time for business.

9. I must say there is a lot that should commend itself in both suggestions. As regards proposal 1, about the timing I do not anticipate any difficulty. Doubtless however this would be an additional cost to the Post Office, but if the Railways were allowed to put passenger vehicles on the train up to a limit it would reduce the expense by the rebate that would obtain to the Post Office and reduce the cost of the special to the Post Office.

10. As regards the second proposal we see no objection to it also at present. But in both cases the G. I. P. Railway is much interested and must be consulted.

11. We, naturally, thinking that the morning and evening services by the two routes would be adhered to, vide Minutes of the Conference held in Nagpur on 25th February 1897, and report of the Director General of the Post Offices on the same dated 6th March 1897, to the Government of India, based our timing more with a view to the comfort of passengers rather than that which would be most suitable to the mails. We also approached the Peninsular and Oriental Company with regard to the possibility of their separating the luggage on the inward Mails steamer

for passengers desiring to travel by the mail by the B.-N. route leaving Bombay at 11-15* and they have been able to do this and have asked me only to let them have the earliest date on which the accelerated service is to come into force so that they may give their instructions as to the sorting of the luggage in good time.

* Originally proposed. Now 12-15.

12. There is one more point I should like to draw attention to in connection with the Burmah Mails to and from Bombay and Europe, viz., the landing and embarking the same at Rajapur-Khal or Ooluberia. We have now a flag station at Rajapur-Khal and our trains in connection with the E. C. Railway and Madras run from there. Rajapur-Khal is about a mile nearer Howrah than Ooluberia is. By river Calcutta is about 20 miles from Ooluberia and 18 miles from Rajapur-Khal. The landing or embarking of mails there, would be a gain, I should suppose, of at least three hours in transit. It would be useful to consider this in connection with Burmah Steamer Service.

13. My instructions at present do not go further than the proposals I have put forward, but I shall be glad to receive a further reply from you.

Copy of a letter No. 1158-1900, dated 29th August 1900, from the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta, to the TRAFFIC MANAGER, BENGAL-NAGPUR RAILWAY, Calcutta.

I duly placed before the Committee of the Bengal Chamber of Commerce, at their meeting yesterday, the documents you were good enough to leave with me, on the previous day, on the subject of the proposed Mail Service between Calcutta and Bombay and Calcutta and Madras, on the opening of the Bengal-Nagpur Railway to Howrah. These documents consisted of a letter, dated 11th August, addressed to yourself by the Inspector-General of the Railway Mail Service in India, and also of copy of the reply you proposed to send to him. They were supplemented by your letter to me of the 27th August detailing the chief points at issue with the Post Office authorities with regard to the timing of the Mail Services above referred to.

The Committee had the advantage of perusing these papers before the meeting, when they were very carefully discussed. As I wrote you unofficially, last evening, I am instructed by the Committee to inform you that the alternative proposals you are now making to those contained in

the letter from the Inspector General of the Railway Mail Service will have their approval and support. The only change in the timing which they recommend is that the proposed departure of the daily train from Howrah to Bombay at 13-0 should be altered to 12-15, and the same alteration made with regard to the proposed daily train from Bombay to Howrah. The special train which you propose to run from Howrah on Overland mail days only at 21-30, to catch up the present postal train at Bhusawal and to reach Bombay in time for the mail steamer, is also a desirable additional facility, both with regard to passengers and mails. With reference to your proposals for a Mail Service between Howrah and Madras connecting with the mails of Southern India, the Committee consider they are all that can be desired and will prove of advantage to the mercantile community. As compared with the proposals of the Inspector General of the Railway Mail Service, they appear to provide for a much quicker transit of the mails in both directions.

I return the original letter from the Inspector General of the Railway Mail Service and should be glad if you could favor me with a copy of it for my file.

Copy of a letter No. 1159-1900, dated 30th August 1900, from the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta, to the TRAFFIC MANAGER, BENGAL-NAGPUR RAILWAY, Calcutta.

I duly received your telegram of yesterday's date as follows :—

> Telegram begins—"Your D-O received, may I suggest that you "address the Bombay Chamber? This would influence the Great "Indian Peninsula Railway, to arrange the timings as now suggested." Telegram ends.

I lost no time in placing this telegram before the Committee for consideration. I am directed to say in reply that the Committee consider that it would be more advisable if you were to address the Bombay Chamber, in the first instance, informing them that the proposals have the support of this Chamber.

BOMBAY CHAMBER OF COMMERCE, 5th September 1900.

The TRAFFIC MANAGER, BENGAL-NAGPUR RAILWAY Co., LD.,
13, Garden Reach Road, Calcutta.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter No. 975 of the 31st ultimo with its accompaniments on the subject of the mail train service between Bombay and Howrah, *via* Nagpore, and to say that the Committee of the Bombay Chamber of Commerce approve of the suggestions therein contained, namely, that the departure and arrival of the mail trains should be timed as follows :—

	Departure.	Arrival.
Bombay / Howrah	12 15	9 0

I am, &c.,
C. J. MICHAEL, Asst. Secretary.

No. 15319.

BOMBAY, 1st September 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that in view of the opening of through communication with Howrah by the Bengal-Nagpur Railway the Traffic Manager proposes revising the time-tables from 1st October next as follows :—

To Bombay		To Calcutta.
8	Bombay ...	11-15
22-9	Bhusawal	20-14
12-40	Nagpur...	6-11
3-58	Bilaspur...	15-11
23-13	Jharsuguda	19-48
17-15	Sini ...	2-4
11-15	Howrah ...	8

making the time in transit 44½ hours for the distance of 1221 miles, 3½ hours being the contemplated acceleration in each direction.

2. As the mail trains between Bombay and Calcutta via Allahabad leave in the evening, a morning service via Nagpur appears to be the only alternative and the Traffic Manager has fixed the departure time from Bombay at 11-15 (or 10-45 local time) to give passengers arriving in the early morning by steamers an opportunity of proceeding onwards without detention the present hour 8-30 being somewhat early. This will also meet the objection that has been raised by the residents at Nagpur to the present inconveniently early hour (4 a.m.,) of departure of the Down Train to Howrah.

3. I understand that the proposed timing meets with the approval of the G. I. P. Railway authorities and I shall be glad to hear at your earliest convenience the views of the members of the Chamber of Commerce on the subject.—I have, &c.,

D. KURKARIA, for Postmaster-General.

BOMBAY CHAMBER OF COMMERCE, 5th September 1900.

The POST-MASTER GENERAL, Bombay.

SIR,—I am instructed to acknowledge the receipt of your letter No. 15319 of the 1st instant with reference to the accelerated mail train service between Bombay and Howrah *via* Nagpore. This Chamber has also received a similar communication from the Traffic Manager, Bengal-Nagpore Railway Company, Limited, and I am to say that my Committee approve of the suggestion therein contained, namely, that the departure and arrival of the mail trains should be timed as follows :—

	Departure.	Arrival.
Bombay ... Howrah	12 15	9 0

I have, &c.,

C. J. MICHAEL, Asst. Secretary.

RAILWAY COMMISSION.

No. 2941 of 1900.

P. W. Department, Railway Branch,
Bombay Castle, 12th November 1900.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed to forward herewith, for the information of the Chamber of Commerce, extracts paras. 1 and 3 of Government of India, P. W. D. Railways No. 06 R. P., dated the 8th November 1900, regarding the assembling of a Commission at Karachi, together with a copy of the Memorial therein referred to.—I have, &c.,

W. HOWARD, Offg. Under-Secretary to Government.

Copy of letter No. 06 R. P., dated 8th November 1900, from the Government of India, P. W. Department, (Railway) to the Consulting Engineer for Railways, Bombay.

With reference to Government of India letter No. 176 R. P., dated 2nd October 1900, to the address of the Secretary to the Government of Bombay, Public Works Department, Railway Branch, regarding the arrangements to be made for the assembling of the Karachi Commission, I am directed to inform you that the Commission will visit Karachi and commence its sittings there on the 26th November 1900.

. . . . . .

3. I am also to request that the date and object of the assembling of the Commission at Karachi may be intimated to the Bombay Chamber of Commerce as well as to the Agent, Bombay, Baroda and Central India Railway, with a view to their being invited to attend personally or by deputation to give evidence on behalf of the Chamber and Railway respectively, for which purpose four copies of the memorial are attached.

Memorial from the KARACHI CHAMBER of COMMERCE, dated 6th December 1899.

HUMBLY SHEWETH,—That your petitioners are anxious to secure all those advantages to their trade to which the geographical position of the port of Karachi naturally entitles them.

2. That with this object in view your petitioners have for many years past striven both individually and collectively to improve their railway connections with Central and Northern Central India.

3. That in March 1891 an extension of Karachi's railway system eastward from Hyderabad (Sind) to Umarkot was sanctioned ; and on the 25th July 1892, a section of 58 miles—from Hyderabad to Shadipalli—was opened to traffic to the great satisfaction of your petitioners. This section was constructed on the same gauge as the North-Western Railway, *i.e.*, the standard gauge.

4. In August 1895 your Lordship sanctioned the construction of a bridge over the Indus at Hyderabad,—a most beneficial measure. Both the bridge and the Hyderabad-Rohri Railway were the outcome of representations made to Government as to the loss and inconvenience to trade caused by the continual breaching by floods of the line on the west bank of the Indus between Kotri and Sukkur. The Hyderabad-Kotri bridge, whilst serving to better connect Karachi with Northern Baluchistan and the Punjab, at the same time enabled districts in the neighbourhood of Umarkot and Shadipalli to be placed in unbroken communication with their natural seaport, Karachi ; and in view of the fact that these districts were about to receive the benefits of a very extensive and elaborate system of irrigation, both the Hyderabad-Shadipalli railway and the new bridge over the Indus at Hyderabad were regarded with considerable satisfaction by the members of this Chamber.

5. Within a few months of the sanctioning of the Hyderabad-Kotri bridge, however, your petitioners noticed with dismay that the Government of India contemplated the uprooting of the recently completed Hyderabad-Shadipalli standard gauge line, and the substitution in its place of a metre gauge line.

6. As soon as the significance of this—in your petitioners' opinion—retrograde step became apparent, your petitioners memorialised His Excellency the Viceroy and Governor General of India praying that the

Hyderabad-Shadipalli section might not be converted to the metre gauge and that, if possible, the continuation from Shadipalli to Balotra might, also be constructed on the standard gauge. This memorial was strongly supported by the Commissioner in Sind.

7. In acknowledging your petitioners' memorial the Government of India, without assigning any reason for the rejection of your petitioners' views, stated that "there was no present intention to alter the decision in regard to the gauge of the line from Marwar to Kotri (Hyderabad)."

8. Your petitioners thereupon expressed a sense of disappointment at the reply given, and prayed that if a break of gauge between Balotra and Hyderabad were unavoidable, such break might occur at Shadipalli, and not at Hyderabad in order that (1) the produce of the Nara Valley and the Hyderabad Districts might continue as at present to be brought into Karachi without the delay and expense consequent upon a transhipment from metre to standard gauge at Hyderabad ; and (2) the scheme of a grand trunk standard gauge railway from Karachi to Calcutta *via* Hyderabad, Balotra, Marwar, Bara, Bina, Katni and Sini (most of which is already open on the standard gauge) might be one step further advanced ; and (3) the expenditure of eight lakhs on the conversion of the Hyderabad-Shadipalli section might perhaps be saved.

9. To these arguments the Government of Bombay merely replied that "the transhipment of goods can take place equally well at Hyderabad as at Shadipalli and the Government of India have recognised the interests of Hyderabad by permitting the metre gauge to be carried as far as that city."

10. Your petitioners would here point out that not only are the commercial interests of Hyderabad exceedingly small, but even were they not, the commercial interests of the port of Karachi should, your petitioners submit, unquestionably be paramount. As a matter of fact the city of Hyderabad exports little or nothing, whilst its imports are drawn from Karachi, not from Rajputana. This being the case, there is no object whatever—commercially speaking—in connecting Hyderabad with Rajputana by a *metre* gauge line in preference to a *standard* gauge, or a broken gauge. On the contrary, as the districts east of the city of Hyderabad send all their surplus produce to Karachi, and as Hyderabad is already connected with Karachi by a standard gauge line, there is every reason for leaving the existing Hyderabad-Shadipalli railway on its present gauge, *i.e.*, the standard gauge.

11. Your petitioners now, therefore, pray that your Lordship will prevent that unnecessary hindrance to commerce which the merchants of this port will experience if the Hyderabad-Shadipalli standard gauge line be rooted up, and a metre gauge line laid in its place. Your petitioners earnestly beg that (1) either the break of gauge be made some 18 or 20 miles *east* of Shadipalli ; or (2) that, if the metre gauge be brought to Hyderabad, the standard gauge line to Shadipalli be allowed to remain, a third rail only being introduced so as to permit metre gauge rolling-stock to travel as far as the city of Hyderabad.

12. Your petitioners respectfully beg to place their reasons before your Lordship as follows :—

(*a*) The members of this Chamber are unable to see any advantage whatever to commerce in the bringing of the *metre* gauge to Hyderabad, or even to Shadipalli. Not only are the wharves at Karachi unsuitable for a continuation of the metre gauge from Hyderabad to Karachi, but this port is already served by a *double* line of rails on the *standard* gauge from Hyderabad, and by single lines on the *standard* gauge beyond Hyderabad in the direction of the Punjab, and in the direction of Shadipalli and the Nara Valley.

(*b*) The bridge over the Indus at Hyderabad (which has cost nearly 32 lakhs of rupees) will secure to Karachi unbroken railway communication with the Punjab, with the Nara Valley, and eventually with the whole of Northern Central India. If the Hyderabad-Shadipalli standard gauge line be pulled up and a metre gauge substituted, the delay and expense inseparable from a transhipment at Hyderabad to the standard gauge will, in a certain degree, nullify the advantage secured to Karachi by the construction of the bridge—that is, so far as the produce of a portion of the Hyderabad Districts and the whole of the Nara Valley is concerned.

(*c*) About seventy lakhs of rupees have recently been expended upon a system of irrigation, the object of which is to fertilise and develop Eastern Sind. The districts upon which this vast sum of money has been spent will be largely served by the Hyderabad-Shadipalli railway. Your petitioners respectfully submit that the produce of these districts—districts situated within 175 miles of the port of Karachi—ought not to be handicapped by having to bear the cost of an unnecessary

transhipment from metre gauge to standard gauge at Hyderabad. If the break of gauge occur about 20 miles east of Shadipalli, the whole of the produce of the Nara Valley might be shipped to Karachi within a few hours, and without the delay or expense of transhipment. In the same way commodities might be despatched from Karachi to Eastern Sind, both cheaply and expeditiously.

(*d*) Your petitioners would here mention that the disadvantages of transhipment are not to be measured solely by the expenditure in money that the transhipment itself involves. In many cases the delay and the loss in handling are even more serious; and it is in the hope of avoiding these several unnecessary difficulties that the members of the Chamber beg that a break of gauge may not be made at Hyderabad.

(*e*) For some years past a scheme for the construction of a grand trunk standard gauge line from Calcutta to Karachi has been before the Government of India and has been warmly supported by the commercial community. The line from Calcutta to Bara is completed on the standard gauge; from Bara to Marwar *via* Kotah has already been surveyed. The remainder of the line, from Marwar to Karachi, may be said to exist; Marwar to Balotra is open (on the metre gauge); Balotra to Shadipalli is under construction (on the metre gauge); and Shadipalli to Karachi is open (on the standard gauge). Your petitioners hope that the link from Bara to Marwar may be constructed on the standard gauge, and they look forward to the time when a third rail will be laid on the Shadipalli-Marwar section. With this grand trunk line in view, your petitioners submit that the Hyderabad-Shadipalli section should be allowed to remain on the standard gauge.

13. For the reasons given above, your petitioners pray that the Hyderabad-Shadipalli railway may not be converted to a metre gauge line; or if, in your Lordship's opinion, the commercial importance of Hyderabad demands that the metre gauge should be extended to that city, then your petitioners pray that the standard gauge line be allowed to remain as far as Shadipalli (or preferably 20 miles east of that place, so as to serve the Nara Valley), and that a third rail for metre gauge traffic be laid from that point to Hyderabad.

And your petitioners, as in duty bound, will ever pray.

Memorial from the MEMBERS of the KARACHI CHAMBER of COMMERCE, dated 26th April 1899.

RESPECTFULLY SHEWETH,—That your memorialists beg to bring to the notice of your Excellency in Council a scheme which, it is believed, would beneficially serve many interests, and at the same time greatly advance this port. Your memorialists at present suffer much from defective railway communication with certain large and important centres of trade, for which geographically Karachi is the natural seaport.

2. The scheme which your memorialists above refer to, and which they would most strongly advocate, is that known as the "Direct through route from Calcutta to Karachi on the stardard gauge," so ably and comprehensively placed before your Excellency's Government by the Indian Midland Railway, and strongly supported by the Upper India Chamber of Commerce, Cawnpore.

3. The first step towards remedying the present defective railway communication with Karachi, and the expected realization of the above project has been partly accomplished by the sanction accorded to the construction of the Shadipalli-Balotra Section, which will connect Karachi with the Rajputana system of railways. But, unfortunately, the connecting link is to be constructed on the metre gauge. This, in the opinion of your memorialists, is decidedly a retrograde step, and your memorialists would strongly urge, on commercial as well as political grounds, the desirability of adopting the standard gauge between Shadipalli and Balotra, or failing this, that the embankments and bridges on this section be so constructed that they can at any future time be readily utilised for the standard gauge, which, your memorialists believe, will become a necessity at no distant date.

4. Your memorialists have also observed, with surprise, that Her Majesty's Secretary of State for India has sanctioned estimates for the conversion of the recently constructed broad gauge line from Kotri to Shadipalli to a metre gauge, at an expenditure of eight lakhs. The bridge over the Indus at Kotri will now soon be completed, and Shadipalli will then be in direct communication with Karachi by means of an unbroken line on the broad gauge. If the link between Shadipalli and Balotra is to be constructed on the metre gauge, one transhipment from metre gauge to broad gauge will be unavoidable, whether the 60 miles of the Kotri-Shadipalli railway be left on the broad gauge or not ; and this being the case, your memorialists fail to under-

stand the necessity of expending eight lakhs in the retrograde step of converting this 60 miles of newly completed line to the metre gauge. In your memorialists' opinion such a conversion as this should not have been contemplated, especially when the scheme for completing a broad gauge connection between Calcutta and Karachi has met with such decided support.

5. Your memorialists would respectfully point out that to complete the direct through route from Calcutta to Karachi on the standard gauge, there remain but 192 miles requiring sanction, *viz* :—

	Miles.	
Bara to Kotah	42	Survey and estimates completed—gauge not decided.
Kotah to Marwar Junction ...	150	Under survey—gauge not decided,

and 94 miles only to be converted from the metre gauge, *viz* :—

	Miles.	
Marwar Junction to Balotra ...	94	Metre gauge, open for traffic.

The remaining link—

	Miles.
Balotra to Jodhpur Frontier ...	135
Jodhpur Frontier to Shadipalli ...	71

is now under construction but on the metre gauge.

Your memorialists pray that your Excellency in Council will be pleased to accord the standard gauge project special and early consideration, it being a matter of great importance from a commercial, as well as a political point of view.

And, as in duty bound, your memorialists will ever pray.

BOMBAY CHAMBER OF COMMERCE, 16th November 1900.

The SECRETARY to GOVERNMENT, P. W. Department, Railway Branch, Bombay.

SIR,—I am instructed to acknowledge, with thanks, the receipt of your letter No. 2941, of the 12th instant, and your

demi-official communication of the 13th idem, regarding the assembling of a Railway Commission at Karachi. In reply I am to say that the Committee of the Bombay Chamber of Commerce do not propose to nominate any witnesses to represent the Chamber in the proposed Commission.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

NAGDA-BARA-MUTTRA RAILWAY.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY,
including
RAJPUTANA-MALWA RAILWAY,

No. 7536W.

AGENT'S OFFICE, BOMBAY, 31st July 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I send you herewith for perusal (and return please) a report of a line from Bara to Ajmer which has been sent to me for report as to its effect on the traffic of various lines in the neighbourhood.

2. It seems to me that the question of the advisability or not of this line is one which has a larger sphere of interest than that of how it will affect the traffic of the R.-M. Railway. The scheme seems to me to be part of an effort which has been on foot for some years now to benefit Karachi at the expense of Bombay.

3. The country which is affected is the Chambal Valley. Now by all rights of first call, this is a tract which should be connected with Bombay. It was our Company which first surveyed a line into these regions. We first called attention to the fertility of the country and surveyed a line of railway through it, *viz.*, the Nagda-Bara-Muttra line.

4. The real reason why we are not allowed to carry this line out is pretty apparently the fear that Government have of its harming the Indian Midland Railway. So far as might is right, they have it in their power and they have the right' to prevent any extensions in this

direction and they did so. But shortly after, the Indian Midland Railway were allowed to tap this very district with their Bara-Guna line, and now they propose to extend this line to Ajmer, the object being a cross country line to Karachi.

5. I maintain that if the Government of India and the Secretary of State sanction this line they will have treated the Bombay interests very cavalierly. But if they consider that Karachi requires the line they will probably be justified in carrying it out, and I think the Bombay Government and the Bombay Chamber of Commerce, should most strongly urge and insist that the requirements of Bombay are equally important, and that it will be most unfair on the latter to allow this line to be constructed before and to have any preference over the Nagda-Bara-Muttra line.

6. It may be possible, however, that the Government of India are not prepared at present to connect Muttra and Agra with Bombay by a route much shorter than any now existing. But in this case there can be no possible objection to the construction in the first place of the Nagda-Bara line, the plans for which are all ready and which this Railway is prepared at the shortet notice to construct. I would, therefore, urge very strongly that the Chamber of Commerce should address Government on this important subject as soon as possible.

H. D. OLIVIER, Lt.-Col., R. E., Agent.

BOMBAY CHAMBER OF COMMERCE, 22nd August 1900.

The SECRETARY to GOVERNMENT, Public Works Department, Railway Branch, Bombay.

SIR,—From information which has come to the knowledge of the Bombay Chamber of Commerce it appears that the Indian Midland Railway authorities have approached the Government of India with the view to getting their sanction to construct a line of Railway from Bara towards Marwar junction or Ajmer, the intention being to connect Karachi with Calcutta, and thus establish direct communication between the two ports.

2. My Committee have no objection to a direct line from Karachi to Calcutta which must, sooner or later, be accomplished; but at the same time I have the honour to remind you of

the proposed Nagda-Bara-Muttra Line, the utility of which has been repeatedly recommended to Government by this Chamber.

3. The country from Nagda to Muttra, in the alignment of the proposed Nagda-Bara-Muttra Line, is a very fertile one, and the immediate effect of a line connecting Bara with Marwar, as soon as through communication with Karachi is completed, would be to divert almost all the traffic from the Chambal Valley—which is at present practically within the sphere and influence of the Bombay Presidency—to Karachi; and this, I am to submit, would be seriously detrimental to the trading interests of the Bombay commercial community.

4. In previous representations the Bombay Chamber of Commerce has given its unqualified support to the Nagda-Bara-Muttra scheme; and, subject to Government being still disinclined to recommend the construction of this line, my Committee respectfully beg to strongly urge upon Government the desirability of a line from Nagda to Bara being sanctioned, at an early date.

5. My Committee understand that the B. B. C. I. Railway authorities are prepared at the shortest notice to construct this portion of the Nagda Bara-Muttra extention, and work it as part of the Rajputana-Malwa Railway system; and although it is important to have a shorter route than that which now exists connecting the Punjab with Bombay, the Chamber considers that the first step in this direction will be accomplished by the construction of the section mentioned above, and the extension subsequently of the line from Bara to Muttra as soon as the finances of the country will permit of it.

6. In these circumstances I am to express the hope that His Excellency the Governor in Council may be pleased to approach the Government of India with a recommendation that sanction be accorded to the authorities of the B. B. and C. I. Railway for the construction of the section between Nagda and Bara at the earliest possible date.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX M.

No. 2876 of 1900.

P. W. Department, Railway Branch,
Bombay Castle, 7th November 1901.

To the Chairman, Chamber of Commerce, Bombay.

Sir,—In reply to your letter dated the 22nd August 1900, I am directed to say that the Government of India state that they have decided that the proposed Nagda-Bara Railway shall be constructed out of State Funds, but that no place can be found for it in the programme of railway construction for some time to come.

2. The Government of India promise a further communication in regard to the Bara-Ajmer-Marwar Railway.—I have, &c.,

W. HOWARD, Offg. Under-Secretary to Government.

Bombay Chamber of Commerce, 22nd November 1900.

The Officiating Under Secretary to Government, P. W. Department, (Railway Branch), Bombay.

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2876, dated 7th November 1900, and to express respectfully the surprise and regret with which the members have received the information contained in it.

2. I am to say that my Committee have always jealously avoided addressing Government unnecessarily and believe themselves therefore entitled to expect that any practical project on which they have for many years laid such constant insistence as they have thought proper to show in the matter of the Nagda-Bara-Mutra Railway will not be indefinitely set aside without the existence and the indication of insuperable obstacles to its execution. But for the perfectly unanimous recognition by business men of the clamant importance to trade of the line in question my Committee would not have urged it as they have done.

3. Some six years have passed since the correctness of the view of this Chamber was formally recognised by Government, and hopes were entertained that after such recognition means would be found to carry out a scheme whose urgent practical utility had been admitted and declared.

4. And I am to add that the proposal of Government at this stage to still further postpone an important measure of practical development to the entirely problematical financial opportunity or convenience of the policy of Government construction is to be specially deplored in view of the fact that but for this attitude of Government the Railway in question would be undertaken at once by that description of private enterprise which the commercial community had, in the end of 1898, been led to hope would in future be allowed to exercise more fully its natural function of supplementing the State's endeavours for the development of the country.

5. This readiness of private enterprise to undertake the project removes any doubt as to the need for it ; and, my Committee would submit with all deference, reflects adversely on the position of Government when refusing to allow the natural and spontaneous growth of commerce and its communications.

6. I am, therefore, to beg that Government may be moved to re-consider its declared intention and, if circumstances at the moment preclude the construction of the Railway by the State, to sanction and arrange for its construction by the means of the private enterprise at present ready to undertake it.—We have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL PATON, Secretary.

No. 3342 OF 1900.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 18th December 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to state, for the information of the Chamber of Commerce, Bombay, that their further representation dated 22nd November 1900, regarding the Nagda-Bara-Muttra Railway extension, has been duly forwarded by this Government to the Government of India.—I have, &c.

J. B. PEREIRA, For Offg. Under-Secretary to Government.

No. 325 OF 1901.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 31st January 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3342, dated the 18th December 1900, I am directed to forward, herewith, for the information of the Chamber of Commerce, Bombay, a copy of a letter from the Government of India, Public Works Department, Railways, No. 11 R. P., dated the 15th January 1901, relative to the construction of the Nagda-Bara Railway.—I have, &c.,

W. HOWARD, Offg. Under Secretary to Government.

Copy of letter No. 11 R. P., dated 15th January 1901, from the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch.

I am directed to acknowledge the receipt of your letter No. 3236, dated the 11th December 1900, forwarding a copy of a further representation from the Bombay Chamber of Commerce relative to the construction of the Nagda-Bara Railway.

2. In reply I am to state that the Government of India recognise the importance of the line and subject to the consent of the Secretary of State, they propose to undertake its construction as funds can be made available without prejudice to the demands for certain other lines which, for obvious reasons, must have precedence.

3. With reference to the suggestion of the Chamber that the line should be handed over to private enterprise, I am to add that the only offer which has been made is that presented by the Board of the B. B. & C. I. Railway in 1895, to form a subsidiary Company to construct the line on rebate terms. This offer has since been withdrawn and the Government of India do not regard it as probable that any Company or Syndicate will be found willing to undertake the construction of the Nagda-Bara Railway on such terms as, in the case of a line which will form a main artery of traffic between the trade centres of Upper India and Bombay competing with two other State Systems serving to a great extent the same needs, it would be consistent with the public interest to concede. Moreover, if any guarantee is required the work must await a place in the programme just as if the State built it, and its execution as a guaranteed private enterprise would not be at all hastened.

APPENDIX N.

LASCAR SEAMEN.

No. $\frac{32}{G}$ OF 1900.

MARINE DEPARTMENT,
BOMBAY CASTLE, 23rd January 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of the papers noted in the margin regarding the minimum allowance of space prescribed for lascar seamen and to request that you will be so good as to move the Chamber to favour Government with a full report on the whole subject.—I have, &c.,

Letter from the Government of India, Finance and Commerce Department, No. 5583 S. R., dated the 9th December 1899, and enclosures.

J. DEC. ATKINS, Secretary to Government.

Letter from the GOVERNMENT of INDIA, Finance and Commerce Department, No. 5588-S.R., dated the 9th December 1899.

"I am directed to forward a copy of a despatch from the Secretary of State for India, No. 189 (Revenue), dated the 31st August 1899, and of its enclosures, regarding the minimum allowance of space prescribed for lascar seamen.

"2. Section 210 of the English Merchant Shipping Act, 1894, requires that any British Ship occupied by 'seamen' shall have for each seaman a space of not less than 72 cubic feet and of not less than 12

superficial feet ; Section 70 of the Indian Merchant Shipping Act I of 1859, as amended by Section 9 of the Indian Merchant Seamen's Act XIII of 1876 prescribes for each 'lascar or native seaman' a crew space allowance of only 36 cubic feet and 6 superficial feet. The term 'seaman' as used in the English Act includes the term 'lascar or native seamen' as used in the Indian Act, and there is thus a direct conflict between the British law and the Indian law. It will be seen from the enclosures to this letter that the Board of Trade in England are advised that while the Indian law is not in any way invalid, it is open to the Board to enforce in England the stricter provisions of the English law against vessels which come under both laws. It is desirable, if possible, that this anomaly should now be removed. The question of accommodation for lascars is not a new one; and a brief account is given below of the manner in which it has been dealt with on previous occasions.

"3 In 1891, it was pointed out that even the small space allowance prescribed by the Indian Act was not in practice fully available as the space was generally much encumbered by the large boxes carried by the lascars, and it was suggested that the size of these boxes should be limited. Enquiries showed that the space actually allotted to lascars by many of the Shipping Companies was much in excess of the minimum prescribed by the Indian law, and no definite evidence was produced showing that the lascars had been found to suffer from overcrowding. This point was not, however, very fully examined as the suggestion to reduce the size of lascars' boxes was accepted almost without exception by all the Shipping Companies, Port Officers and Medical Officers who were consulted, and it was decided provisionally to insert in the Bill to consolidate and amend the Indian Merchant Shipping Law, which was then under preparation, a clause dealing with this question.

"4. In 1894, the question of the sufficiency of the accommodation provided for lascars was again raised by the Board of Trade, and the Government of India decided to insert in the Bill abovementioned, which was still under consideration, a clause raising the minimum space allowance to that required by the English law the proposal to legislate as regards the size of boxes being at the same time dropped. On this occasion Local Governments were not again consulted as in dealing with the whole Bill which had been sent to them for consideration they had already expressed opinions in favour of increasing the accommodation.

The commercial public were, however, informed of the decision, and when the Bill was discussed in Council in 1895 it was found that the proposal was strongly opposed. In view of this fact and of the importance of the interests involved it was considered better to refrain from proposing so material an amendment of the existing law in a Bill that was mainly one of consolidation, and the proposal was dropped.

"5. The opposition referred to in the last paragraph found expression not only in representations from the Chambers of Commerce and the Shipping Companies, but also in memorials submitted by the lascars themselves. The chief point urged in these memorials was the danger that if the minimum space allowance were raised, the Steam Ship Companies would find it to their advantage to employ British seamen only, thus throwing large numbers of Native seamen out of employment.

"6. In the renewed enquiry, which I am to request may now be made, the Government of India desire Local Governments to keep in view the importance of collecting definite information regarding the questions of fact involved. It should be ascertained, for example, whether the space alloted to lascars by the principal Steamer Companies is restricted to the limits prescribed by the Indian law, or whether in the vessels of each Company the space exceeds those limits, and, if so, what is the average excess. Further, the number of the crew constantly occupying the space alloted is an important consideration, and it should be ascertained whether as a fact a proportion of the crew, and if so, what proportion, may be regarded as always absent from the crew space, being on duty, or sleeping on deck. The medical practitioners and sanitary officers who are consulted as desired by the Secretary of State, should be requested to state as precisely as possible the positive evidence, if any, which may have led them to consider the present accomodation insufficient. The possibility of the substitution of British for Native seamen in the event of the general enforcement of the English law should also be considered, and the present practice of the various Companies as regards the class of seamen employed by them should be stated. The Chambers of Commerce should be requested to report fully on the whole subject. The Local Governments are also desired to obtain the opinion of Indian merchants, masters, and seamen as suggested by the Secretary of State.

"7. The Government of India will be glad to receive as early a reply to this letter as may be possible with due regard to the importance of the question and the necessity for a thorough examination of it."

Revenue, No. 189.

INDIA OFFICE,
LONDON, 31st August 1899.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—I forward, for the consideration of your Excellency's Government, a letter from the Board of Trade, with enclosures, respecting the minimum allowance of space prescribed for lascar seamen.

2. It is pointed out that there is a conflict between the British law and the Indian law on this question. Though the Indian law is within the powers of the Indian legislature, as laid down by Act of Parliament, yet it is desirable either to assimilate the Indian to the British law, or else to take other steps for removing the conflict of laws. In 1894 my predecessor and the then Government of India were apparently inclined, or were not unwilling, to raise the limit of lascar crew space up to the minimum prescribed by the British Act. And I gather from the Government of India letter of March 1895, forwarding the revised Merchant Shipping Bill, that they had not modified their view as expressed in Lord Elgin's letter of December, 1894.

3. I consider that, in compliance with the suggestion of the Board of Trade, the question of the fit and proper minimum for lascar space should now be considered and decided. The preponderance of medical opinion appears to be in favour of the larger space. If it should turn out to be the case, as has on occasions been stated, that many of the steamer companies already provide a larger space for their crews than the Indian law requires, then the argument of the lascars' memorial of 1892 that they would be deprived of their livelihood if their accommodation were enlarged loses much of its apparent weight.

4. If after fully considering the matter you decide that, in the interest of Indian trade and industry, it is inexpedient to raise the prescribed minimum space up to the British standard, or to raise it at all, you will have to consider what steps should be taken to obviate the inconveniences and difficulties caused by the present conflict of British and Indian law on the subject.

5. It would be very desirable to obtain, as far as possible, the opinion of Indian medical practitioners and Indian sanitary officers, as well as of Indian merchants, Indian masters of vessels, and Indian seamen, on the subject of the sufficiency or otherwise of the present allowance of crew space—I have, &c.,

GEORGE HAMILTON.

ENCLOSURE.

No. 1. M. 10,000.

BOARD OF TRADE (MARINE DEPARTMENT),
7, WHITEHALL GARDENS, LONDON, S. W., 19th June 1899.

To the UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed by the Board of Trade to invite the attention of the Secretary of State for India to the correspondence which has during recent years passed between the India Office and this Department with regard to the law relating to the accommodation to be provided for lascars on board British ships.

The provisions of the Merchant Shipping Act, 1894, respecting crew space, as contained in section 210 and Schedule 6, require, as Lord George Hamilton is aware, that each seaman and apprentice shall have appropriated to his use a space of not less than 72 cubic feet, and of not less than 12 superficial feet, and "seaman" includes every person, except masters, pilots, and apprentices, employed or engaged in any capacity on board any ship. For each contravention of this requirement the owner of the ship is liable to a fine not exceeding £20. Provision is also made for a deduction from tonnage measurement in respect of crew space which fulfils these requirements; but no such deduction is allowed where the space is insufficient or does not comply with the Act.

With regard to the case of lascars, it is provided by section 125 of the Merchant Shipping Act that the master or owner of any ship may enter into an agreement with lascars, and in this same section the unrepealed provisions of an Act of George IV, especially empowering the Indian Government to make regulations with regard to, *inter alia*, the accommodation of such persons, are safe-guarded.

In virtue of the provisions of the Indian Merchant Shipping Act, 1859, as amended by the Indian Merchant Seamen's Act, 1876, a crew space allowance of only 36 cubic feet and 6 superficial feet is required to be provided for lascars.

A question has, however, of late years been raised as to whether the direct obligations of the Imperial Act in respect of crew space or those of the Indian Act apply in the case of lascars serving on board British ships.

The Board of Trade have, hitherto, acted on the view that, whatever might be the combined effect of the Imperial Acts with respect to the requirements of section 210 in the case of lascars shipped in India in such vessels, the deduction from tonnage in respect of crew space is nevertheless governed by the provisions of the Imperial Merchant Shipping Act alone, and the Board have consequently directed their surveyors to disallow any such deduction when the requirements of that Act are not complied with.

Numerous questions have for some time past been addressed to the President in the House of Commons on the subject of the crew space provided for lascarsin the case of certain vessels belonging to the Peninsular and Oriental Steam Navigation Company. The questions are apparently based on the assumption that the provisions of the Imperial Act apply to these vessels, and it has been suggested that the Board of Trade ought not only to disallow the deduction for tonnage when the requirements of that Act are not complied with, but that they ought also to take proceedings for recovering the penalty for non-compliance, notwithstanding the conflicting provisions of the Indian Merchant Shipping Acts, and the fact that no such proceedings have hitherto been taken since the requirements in question were first enacted in the Imperial Merchant Shipping Act of 1867.

The Peninsular and Oriental Steam Navigation Company, on the other hand, contend that the accommodation to be provided for lascars is that required by the Indian Acts, and that deduction ought not to be disallowed if the space complies with that Act. At the same time it is right to observe that, in many of the cases above referred to, the crew space allowance for lascars was equal to, and in some instances even in excess of, that required by the Imperial Act.

Having regard to this uncertainty as to the actual state of the law, the Board of Trade decided to consult the Law Officers of the Crown, and I am now to enclose, for Lord George Hamilton's information, a copy of the case submitted to the Law Officers, together with a copy of their opinion thereon.

It will be seen that this opinion supports the view which has been taken by this Department as to the application of the provisions of the Imperial Act with regard to deductions from tonnage on account of crew space in vessels which carry lascars, while at the same time it recognises the special legislative powers conferred upon, and exercised by the Indian Government, prior to the date of the Imperial legislation of 1867, in dealing with the accommodation of lascars.

As regards the merits of this question, the Board of Trade desire me to point out that even the crew space accommodation required by the Imperial Act has been generally regarded as insufficient, and that the majority of shipowners provide far more space than that legally required; moreover, the Report of the Royal Commission on Labour, 1894, recommended that a space of not less than 120 cubic feet should be required for each seaman in the case of new vessels.

The Board of Trade also desire to call Lord George Hamilton's attention to the views which have been expressed by the Port Officer at Bombay and by the Officers of this Department as to the insufficiency of the crew space accommodation provided by the Indian Acts.

Enclosure in letter from India Office to Board of Trade, dated March, 1893, M. 4032—93.
Enclosure in letter from Board of Trade to India Office, dated 26th May 1893, M. 7111—93.
Enclosure in letter from Board of Trade to India Office, dated 15th October 1894, M. 17078—94.

These opinions appear to have been at first endorsed by the Indian Government, who intimated in their Despatch to the India Office of the 19th December 1894 that they saw no sufficient objection to making legislative provision for increasing the lascar crew space to that prescribed for European seamen. When, however, the Indian Merchant Shipping Bill of 1895 was introduced, the Indian Government appear to have reconsidered this view and the provisions of that Bill, whilst proposing to increase the space allotted to European seamen, left the requirements of the law as regards lascar crew space untouched.

Enclosure in letter from India Office to Board of Trade, dated 17th Jan. 1895, M. 1360—95.

Enclosure to letter from India Office to Board of Trade, dated 26th July 1895, M. 13131—95.

Indian Merchant Shipping Bill, 1895, clause 113.

The Board of Trade understand, from a communication recently received from the India Office, that no alteration of the Indian law in this respect is contemplated

India Office to Board of Trade, dated 20th February 1899, M. 4356—99.

The opinion of the Law Officers tends to show that there is a direct conflict between the requirements of the English and the Indian law on the subject, and the Board of Trade are thus in the position of either refusing to prosecute for what is, as they are advised, an undoubted offence under the Imperial Act, or initiating a prosecution for an act which is justified by the Indian law.

The Board of Trade would therefore suggest, for Lord George Hamilton's consideration, that the Indian Government should be approached with a view to induce them to consider, in consultation with this Department, what accommodation for lascars is really proper and necessary, and thereafter what steps should be taken to assimilate the provisions of the Indian and Imperial law with regard to lascar crew space.—I have, &c.,

COURTENAY BOYLE.

ENCLOSURE No. 1.

THE MERCHANT SHIPPING ACT, 1894.

CREW SPACE.—Lascars.

Case for the Opinion of the Law Officers and Mr. Sutton.

It will be within the knowledge of the Law Officers that questions have from time to time been asked in the House of Commons by Mr. Havelock Wilson as to the space which should be appropriated for the accommodation of lascar or native seamen in Peninsular and Oriental vessels.

The subject-matter of these questions presents itself for consideration in two different aspects :—

(1) In the first place, as it relates to the obligations and liabilities of the owner of a British ship registered in the United Kingdom who engages lascars in Indian ports.

(2) As it affects the right of the owner to a deduction from the gross tonnage of the ship in respect of crew space.

The provisions of the Merchant Shipping Act, 1894, which directly relate to the former branch of the subject-matter, are contained in Sections 125 and 210.

The following are copies of the sections in question :—

125.—(1) The master or owner of any ship, or his agent may enter into an agreement with a lascar, or any native of India, binding him to proceed either as a seaman or as a passenger :—

(*a*) to any port in the United Kingdom, and there to enter into a further agreement to serve as a seaman in any ship which may happen to be there and to be bound to any port in British India ; or

(*b*) to any port in the Australian Colonies, and to there enter into a further agreement to serve as a seaman in any ship which may happen to be there and to be bound to the United Kingdom or to any other part of Her Majesty's dominions.

(2) The original agreement shall be made in such form and contain such provisions, and be executed in such manner and contain such conditions, for securing the return of the lascar or native to his own country and for other purposes, as the Governor-General of India in Council or the Governor in Council of any Indian Presidency in which the agreement is made may direct.

(3) Where any lascar or native bound by the original agreement is, on arriving in the United Kingdom or one of the said Colonies, as the case may be, required to enter into such further agreement as aforesaid, some officer appointed for the purpose in the United Kingdom by a Secretary of State in Council of India, or in any such Colony by the Governor of the Colony, may, on the payment of such fee, not exceeding ten shillings, as a Secretary of State in Council of India or the Governor may direct, certify—

(*a*) that the further agreement is a proper agreement in all respects for the lascar or native to make, and is in accordance with the original agreement ; and

(*b*) that the ship to which the further agreement relates is in all respects a proper ship for the lascar or native to serve in, and also, where the ship is in one of the said Australian Colonies, that it is properly supplied with provisions ; and

(*c*) that there is not, in his opinion, any objection to the full performance of the original agreement ;

and thereupon the lascar or native shall be deemed to be engaged under the further agreement and to be for all purposes one of the crew of the ship to which it relates, and the lascar or native shall, notwithstanding a refusal to enter into the further agreement, be liable to the same consequences, and be dealt with in all respects in the same manner, as if he had voluntarily entered into the same.

(4) The master of every ship arriving at a port in the United Kingdom which has, or during any part of her voyage has had, on board a lascar or any native of India, either as one of her crew or otherwise, shall exhibit to the officer of Customs, or to such person as the Board of Trade may authorise in that behalf, a statement containing a list and description of all lascars or natives of India who are, or have been, so on board, and an account of what has become of any lascar or native of India who at any time during the voyage has been, but is not then, on board, and the ship shall not be cleared inwards until the statement is exhibited, and if the master fails to exhibit such statement, he and the owner of the ship shall be liable jointly and severally to a fine, not exceeding ten pounds, for every lascar or native of India in respect of whom the failure takes place.

(5) Nothing in this section shall affect any provisions which are unrepealed of the Act of the fourth year of the reign of King George the Fourth, chapter eighty, intituled "An Act to consolidate and amend the several laws now in force with respect to trade within the limits of the Charter of the East India Company, and to make further provision with respect to such trade."

210.—(1) Every place in any British ship occupied by seamen or apprentices and appropriated to their use shall have for each of those seamen or apprentices a space of not less than 72 cubic feet and of not less than 12 superficial feet, measured on the deck or floor of that place, and shall be subject to the regulations in the Sixth Schedule to this Act, and those regulations shall have effect as part of this section, and if any of the foregoing requirements of this section is not complied with in the case of any ship, the owner of the ship shall for each offence be liable to a fine not exceeding twenty pounds.

(2) Every place so occupied and appropriated shall be kept free from goods and stores of any kind, not being the personal property of the crew in use during the voyage, and if any such place is not so kept free, the master shall forfeit and pay to each seaman or apprentice lodged in that

place the sum of one shilling for each day during which, after complaint has been made to him by any two or more of the seamen so lodged, it is not so kept free.

(3) Such fees as the Board of Trade fix shall be paid in respect of an inspection for the purposes of this section, not exceeding the fees specified in the Sixth Schedule to this Act.

The question does not, however, depend upon the Imperial Merchant Shipping Act alone, but also involves the consideration of the unrepealed provisions of the Imperial Act of 4 Geo. IV., c. 80., referred to in the saving clause, sub-section 5 of Section 125, and also of the provisions of the Indian Merchant Shipping Acts on the same subject.

The Act of 4 Geo. IV., c. 80, specially empowered the Government of India to make regulations with respect to lascars, and "inter alia," their accommodation.

The following are copies of the unrepealed sections bearing upon the matter:—

A.D. 1823, 4 GEO. IV., c. 80.

Governor of Fort William to make rules, etc., with respect to masters, etc., of vessels trading under this Act.

XXV. And be it further enacted that it shall and may be lawful to and for the Governor-General of Fort William in Bengal in Council and he is hereby required, as soon as may be to make, ordain, and publish, and from time to time, as occasion may require, to repeal and alter, and newly to make, ordain, and publish, such rules and regulations, to be observed by masters, officers, and owners of ships and vessels trading under the authority of this Act,* the crews of which ships or vessels shall be wholly or in part composed of Asiatic sailors, lascars, or natives of any of the territories, countries, islands, or places within the limits of the Charter of the said United Company; for the due supply of provisions, clothing, and other necessary accommodation of such Asiatic sailors, lascars, and natives aforesaid, whilst they shall be on board such ships or vessels, and whilst absent from the countries or places to which they shall respectively belong, and until they shall be carried back to the places to which they may belong, or from

* That is to say, from, to, and between the ports and places within the limits of the East India Company's Charter, and all countries belonging to His Majesty or at amity with him.

whence they may have been brought, and for the conveyance back of such Asiatic sailors, lascars or natives as aforesaid, within a reasonable time to be fixed by such rules or regulations.

XXVI. And be it further enacted that all such rules and regulations, until they shall be repealed or altered, shall be observed and performed according to the true intent and meaning thereof in like manner as if they had been herein inserted and had formed part of this Act, and a copy of all and every such rules and regulations, signed and authenticated as such by the Secretary for the time being of the Government of Bengal, or by the Secretary for the time being of the said United Company, shall be deemed and received and taken, in and by all courts, justices, and other persons, as full, sufficient, and conclusive evidence of such rules and regulations.

Rules and regulations to be observed as if they had formed part of this Act.

The regulations are to be observed as if they formed part of the Act and can be therefore enforced throughout Her Majesty's dominions.

The following are the provisions of the existing Indian Merchant Shipping Acts* :—

ACT No. 1 OF 1859.

Passed by the Legislative Council of India.

LXX. A place or places of shelter shall be provided below a well caulked and substantial deck for the men engaged under this Act ; such place or places shall be so arranged as to allow for the men the following spaces :—

Place to be appropriated.

(1) For each European seaman or apprentice, or other person shipped on the same footing as a European seaman, nine superficial feet, if the place be not less than six feet in height from deck to deck, or fifty-four cubic feet if the height from deck to deck be less than six feet.

To European seamen.

* The Indian Acts of 1859, and 1876 are sent with the Attorney General's papers.

(2) For each lascar or native seaman, or other person shipped on the same footing as a lascar, four superficial feet, and if the place allotted be under the top gallant forecastle, such forecastle deck shall be not less than four feet six inches above the one below it.

To lascars or native seamen.

Every such place shall be kept free from stores or goods of any kind not being the personal property of the crew in use during the voyage, and if any such place in any ship is not in the whole sufficiently large to give such space for each seaman and apprentice as hereinbefore required, or is not properly caulked, and in all other respects securely and properly constructed and well ventilated the owner shall, for every such failure to comply with the provisions of this section, incur a penalty not exceeding two hundred rupees, and if any such space as aforesaid is not kept free from goods and stores as aforesaid, the master shall, for every such failure to comply with the provisions of this section, incur a penalty not exceeding one hundred rupees.

Place to be kept clear.

Penalty if place be not properly constructed.

Penalty for not keeping space clear.

The provision of the abovementioned Act were amended by the Indian Merchant Seamen's Act, 1876, which provides as follows :—

INDIAN MERCHANT SEAMEN'S ACT, (1876 ACT XIII).

Accommodation of Seamen.

9. And whereas it is expedient to increase the space required by the said Act, No. 1 of 1859, Section 70, to be allowed for European seamen and apprentices, and for lascars or native seamen. It is hereby further enacted as follows :—

Amendment of Act 1 of 1859, section 70.

Such section shall be read as if for the expressions "nine superficial feet," "fifty-four cubic feet," and "four superficial feet," the expressions "ten superficial feet," "sixty cubic feet," and "six superficial feet" were respectively substituted, and as if, in the third paragraph of the same section, after the word "superficial" the words "and thirty-six cubic" were inserted.

Reference should also be made to Sections 260, 264, 265, and 735 of the Merchant Shipping Act, 1894.

The provisions of the Indian Acts above quoted prescribe a considerably less amount of space for the accommodation both of European and of lascar or native seamen, and are therefore directly at variance with the express provisions as to the space "for each seaman" contained in the Merchant Shipping Act, 1894, Section 210, which re-enacted the corresponding Section 9 of the Merchant Shipping Act, 1867.

The Indian provisions, although differing so greatly from the Imperial enactments on the subject, are not expressed to be made as regulations under the Act of 4 Geo. IV., Chap. 80, yet if they were not intended to be such they have no other sanction than that (if any) which can be gathered from the provisions of Section 125 of the Act of 1894.

For the purpose of considering that section it may be assumed that the powers vested by the Act of Geo. IV. in the "Governor-General of Fort William in Bengal in Council" are now exercisable by the Governor-General of India in Council, and the section contains, in sub-section 2, a provision that the original agreements with lascars or natives shall be made in such form and shall contain such provisions and be executed in such manner and shall contain such conditions for securing the return of the lascar or native to his own country, and for other purposes, as the Governor-General of India in Council may direct.

In the same section is also contained (sub-section 5) a saving clause as follows :—

> "Nothing in this section shall affect any provisions which are unrepealed of the Act of the fourth year of the reign of King George the Fourth, Chapter eighty, intituled 'An Act to consolidate and amend the several laws now in force with respect to trade within the limits of the Charter of the East India Company and to make further provision with respect to such trade.'"

This is not, it may be observed, a general saving of that Act, but a special saving confined to Section 125, which deals with agreements with lascars but apparently does not affect the question of accommodation or crew space. It may be mentioned that the whole of Section 125, as well as to some extent the provisions of Section 185 of the Act of 1894, are, in effect, a reproduction of Sections 27, 28, and 34 of the Act of 4 Geo. IV., Chap. 80, and these sections were accordingly repealed by the Merchant Shipping Act of 1894.

Another point should be noticed in connection with the Indian legislation. The present provisions of the Indian Merchant Shipping Act of

1859 purport to be made under the powers given by Section 288 of the Imperial Merchant Shipping Act, 1854. This section is now reproduced in Section 264 of the Act of 1894, but the words "which do not otherwise so apply" have been introduced into the latter section.

The Indian Legislature has power under that section only to apply and adapt the provisions of Part II of the Act of 1894 which do not already apply.

The provisions of the Indian Act, it will be remembered, prescribe even for Europeans a less amount of crew space than the Imperial Acts. To this extent, at any rate, those provisions must, it is conceived, be held to be *ultra vires* of the Indian Legislature, and it is a question whether the Indian enactments with respect to lascars are an "application and adaptation" of the Imperial Acts within the meaning of Section 264, and whether they also are not *ultra vires*.

The main question is, what is the combined effect of the whole of this legislation upon the question of providing crew space for lascars, and are the Peninsular and Oriental Company, as owners of a ship registered in the United Kingdom and bringing a lascar crew from an Indian Port, liable to a fine under Section 210 of the Act of 1894 if they allow the lascars only the amount of space required by the Indian legislation, or any larger amount if it falls short of that required by Section 210 of the Imperial Act?

The provisions of the Imperial Merchant Shipping Act with respect to crew space are general, in the sense that they make no distinction between European seamen and lascars, whereas the special powers given to the Indian Government by the Act of George IV relate only to lascars and other native seamen, while the Indian Acts do make an express distinction between European seamen and lascars or native seamen. It may, therefore, be contended that the legislature could not be taken to have intended, by the use of the general term "each seamen" in Section 210 of the Act of 1894, to override or do away with the special powers given to the Indian Government by the Act of George IV., but that such an intention can only be evinced by specific legislation.

So much weight has been attributed by the Board of Trade to this aspect of the case that they have not hitherto thought it right to institute a prosecution against the Peninsular and Oriental Company under Section 210 of the Act of 1894, in a matter which they regard as extremely doubtful in a legal point of view, and in which so much moral justifica-

tion and support are afforded to the contention of the Peninsular and Oriental Company by the provisions of the Indian Acts themselves.

Moreover, the Indian Government must necessarily be in a better position than the Imperial Government to judge of the requirements of lascars, and to exercise control over them, and it is, no doubt, on this account that the special powers contained in the Act of George IV were conferred upon the Indian authorities.

When this subject shall be again dealt with by Imperial legislation, it may still be held that the accommodation of lascar crews is a matter with which the Indian and not the Home authorities should be entrusted.

In the meantime the Board of Trade desire to be advised whether the view upon which they have hitherto acted is sound and defensible.

When the Indian Government in 1894 and 1895 were considering the propriety of introducing a Bill to consolidate and amend the Indian Merchant Shipping Acts, the Board of Trade communicated with the India Office on the subject of crew space for lascars, and on the 19th December 1894 the Indian Government wrote as follows:—

> "We are of opinion that there is no sufficient objection to providing in the law that the space allowed to native seamen shall be the same as that prescribed for European seamen, and the necessary provision will be introduced into the Indian Merchant Shipping Bill, which, we expect, will be passed into law during the forthcoming legislative session."

The Bill has not, however, yet been passed, and, owing no doubt to pressure exercised by the shipowners concerned, they subsequently abandoned the intention above expressed, and so late as the 3rd February in the present year the Viceroy telegraphed that the "question of space for Indian seamen remains under existing law."

Secondly, with respect to the other aspect of the lascar question, namely, as it affects the right of a shipowner to a deduction from the gross tonnage of a ship in respect of crew space, and his consequent proportionate relief from light and other dues calculated on the net registered tonnage of his ship.

This matter is governed by Sections 79 and 210 of the Act of 1894 and the Sixth Schedule to that Act.

The provisions of Section 210 have already been copied, and Section 79 and the Sixth Schedule are as follows :—

79. (1) In measuring or re-measuring a ship for the purpose of ascertaining her register tonnage, the following deductions shall be made from the space included in the measurement of the tonnage, namely :—

(*a*) In the case of any ship :—

(*i*) any space used exclusively for the accommodation of the master, and any space occupied by seamen or apprentices and appropriated to their use which is certified under the regulations scheduled to this Act with regard thereto ;

(*ii*) any space used exclusively for the working of the helm, the capstan, and the anchor gear, or for keeping the charts, signals, and other instruments of navigation and boatswain's stores ; and

(*iii*) the space occupied by the donkey engine and boiler if connected with the main pumps of the ship ; and

(*b*) In the case of a ship wholly propelled by sails, any space set apart and used exclusively for the storage of sails.

(2) The deduction allowed under this section, other than a deduction for a space occupied by seamen or apprentices, and certified as aforesaid, shall be subject to the following provisions, namely :—

(*a*) the space deducted must be certified by a surveyor of ships as reasonable in extent, and properly and efficiently constructed for the purpose for which it is intended ;

(*b*) there must be permanently marked in or over every such space a notice stating the purpose to which it is to be applied, and that whilst so applied it is to be deducted from the tonnage of the ship ;

(*c*) the deduction on account of space for storage of sails must not exceed two and a half per cent. of the tonnage of the ship.

Sixth Schedule.

Regulations to be observed with respect to accommodation on Board Ships.

(1) Every place in a ship occupied by seamen or apprentices, and appropriated to their use, shall be such as to make the space which it is required by the second part of this Act to contain available for the proper accommodation of the men who are to occupy it, and shall be securely constructed, properly lighted and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from effluvium which may be caused by cargo or bilge water.

(2) A place so occupied and appropriated as aforesaid shall not authorise a deduction from registered tonnage under the tonnage regulations of this Act, unless there be in the ship properly constructed privies for the use of the crew, of such number and of such construction as may be approved by the surveyor of ships.

(3) Every place so occupied and appropriated as aforesaid shall, whenever the ship is registered or re-registered, be inspected by one of the surveyors of ships under this Act, who shall, if satisfied that the same is in all respects such as is required by this Act, give to the Collector of Customs a certificate to that effect, and if the certificate is obtained but not otherwise, the space shall be deducted from the register tonnage.

(4) No deduction from tonnage as aforesaid shall be authorised unless there is permanently cut in a beam, and cut in or painted on or over the door-way or hatchway of every place so occupied and appropriated, the number of men which it is constructed to accommodate, with the words "Certified to accommodate . . . . seamen."

(5) Upon any complaint concerning any place so occupied and appropriated as aforesaid, a surveyor of ships may inspect the place, and if he finds that any of the provisions of this Act with respect to the same are not complied with, he shall report the same to the chief officer of customs at the Port where the ship is registered, and thereupon the registered tonnage shall be altered, and the deduction aforesaid in respect of space disallowed, unless and until it be certified by the surveyor or by some other surveyor of ships that the provisions of this Act in respect of the place are fully complied with.

The regulations contained in the Sixth Schedule to the Merchant Shipping Act, 1894, to be deemed to be part of Section 210, which is contained in the second part of that Act, and these require that every space provided for seamen "shall be such as to make the space which it is required by the second part of that Act to contain available for the proper accommodation of the men who are to occupy it." And further by Section 260 it is provided that the second part of the Act shall, unless the context or subject matter requires a different application, apply to all sea-going ships registered in the United Kingdom and to the owners, masters, and crews of such ships.

The regulations in the Sixth Schedule require (sub-section 3) that every place occupied by and appropriated to the use of seamen shall, on the registry or re-registry of the ship, be inspected by a Board of Trade Surveyor, who shall, if satisfied that the same is in all respects such as is required by "this Act." *i.e.*, the Merchant Shipping Act, 1894, give to the Collector of Customs a certificate to that effect, and if the certificate is obtained, but not otherwise, the space shall be deducted from the register tonnage.

Such deduction cannot be authorised unless there is permanently cut in a beam, and cut in or painted on or over the doorway or hatchway of every such place, the number of men it is constructed to accommodate, with the words "Certified to accommodate . . . . seamen."

Upon complaint a Board of Trade Surveyor may inspect the place, and if he finds that any of the provisions of "this Act," *i.e.*, the Merchant Shipping Act, 1894, with respect to the place are not complied with, he shall report the same to the Chief Officer of Customs at the port where the ship is registered, and thereupon the registered tonnage shall be altered, and the deduction in respect of space disallowed, unless and until it be certified by the surveyor that the provisions of "this Act"—again the Merchant Shipping Act, 1894—in respect of the place are fully complied with.

The Board of Trade have accordingly held, and so instructed their surveyors, that whatever may be the combined effect and meaning of the Imperial Acts and the Indian Merchant Shipping Acts with reference to the space to be provided for lascars when considered in connection with the question of a prosecution under Section 210 of the Act of 1894, the deductions from tonnage for crew space depend by virtue of the express references in the Sixth Schedule to the Merchant Shipping Act, 1894,

and upon that Act alone, and that unless the accommodation provided amounts to the 72 cubic feet required by Section 210, the Surveyor is not authorised to give his certificate that the requirements of that Act have been fully complied with, and the disallowance of the deduction for crew space is thereupon made imperative.

The Board of Trade, in fact, regard the deduction from tonnage for crew space as a concession allowed by the Imperial Act for compliance with that Act, which cannot therefore be legally granted except when that Act is complied with.

There is delivered herewith a print of the instructions issued by the Board of Trade to their Surveyor in 1897 as to the survey of crew spaces. These are the instructions at present in force, and they embody the whole of the instructions issued before that date.

There is also delivered a print of a leaflet circular issued by the Board of Trade in 1895, but it has been found impossible to obtain prints of the instructions in force in 1895 at the time the leaflet was issued. It appears to be the Board's practice to destroy all previous editions when a new edition is issued, but it may be taken for granted that the instructions of 1897 contain a statement of the present views of the Board of Trade upon the subject.

For many years before 1895, and ever since that time, the disallowances for lascar crew space mentioned in the instructions have been enforced against the Peninsular and Oriental Company and other shipowners without question until now, and unless the Law Officers are strongly of opinion that they are founded upon an erroneous view of the law, the Board propose to continue to direct their officers to act upon them until they are declared by a Court of Law to be wrong.

The Law Officers and Mr. Sutton are requested to advise :—

(1) Whether the Peninsular and Oriental Company, as owners of British ships registered in the United Kingdom, are in default if they fail to provide accommodation for lascars shipped in India and arriving in British ports in accordance with the specific requirements of section 210 of the Act of 1894 ?

(2) If they are so in default and are liable to the penalty imposed by that section, is there any obligation upon the Board of Trade to prosecute them under the special circumstances mentioned in the case ?

(3) Is the view upon which the Board of Trade have hitherto acted with respect to deductions from tonnage for crew space the correct view of the law ?

(4) If not, are they justified in continuing to act upon that view until a Court of Law shall decide that it is erroneous ?

ENCLOSURE No. 2.

THE MERCHANT SHIPPING ACT, 1894.

CREW SPACE, LASCARS.

Opinion.

ROYAL COURTS OF JUSTICE,

17th May 1899.

1. We are of opinion that the Peninsular and Oriental Company, as owners of vessels registered in the United Kingdom, are in default if they fail to provide proper accommodation for lascars according to the requirements of Section 210 of the Merchant Shipping Act, 1894, on the ground that the word "seamen," as defined by Section 742 of the Act, unless the context otherwise requires, includes "every person (except master, pilots, and apprentices duly indentured and registered) employed or engaged in any capacity on board any ship," and that a consideration of the various provisions of Part II of the Act does not disclose an intention on the part of the Legislature in using the word "seamen" in Section 210 to exclude lascars from its operation.

2. The question whether proceedings should be taken against the Company to enforce the requirements of Section 210 as regards accommodation for lascars is one for the consideration of the Board of Trade under all the circumstances of the case. As regards this question, it is to be observed that by Section 25 of 4 Geo. IV, c. 80 (still unrepealed and treated by the Act of 1894 as still in force), Parliament empowered the Indian Government to make rules and regulations for, amongst other things, the necessary accommodation of lascars on vessels trading between Indian ports and ports in the United Kingdom, and further, that it was the Indian Government that first introduced legislation for the accommodation of seamen.

In 1859 that Government first passed an Act containing specific requirements for the accommodation of European and Native seamen, whereas it was not until 1867 (30 and 31 Vict., c. 124, s. 9) that Parliament imposed on ship-owners any obligation as to the accommodation they were to provide for the seamen forming their crews. Having regard to this special legislation for lascars, the Board of Trade may have felt a difficulty in taking steps to enforce the provisions of Section 9 of the Merchant Shipping Act, 1867 (Section 210 of the Act of 1894), which did not refer in terms to lascars.

3 and 4. We are of opinion that the space provided for lascars in these vessels not being in accordance with the requirements of Section 210, the Board of Trade have properly declined to allow any deduction from the tonnage in respect of the lascar crew space.

RICHARD E. WEBSTER.
ROBERT B. FINLAY.
HENRY SUTTON.

BOMBAY CHAMBER OF COMMERCE, 28th February 1900.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. $\frac{32}{G.}$ of the 23rd January, 1900, forwarding copies of correspondence regarding the minimum allowance of space prescribed for Lascar seamen, and requesting to be furnished with the views of the Chamber in the matter.

2. The papers have received the careful consideration of my Committee, and the owners and agents of Steamship Companies in Bombay have been consulted on the subject.

3. I am now instructed to say that the position is in no way altered since the Bombay Chamber of Commerce addressed Government on 25th January 1895 except that the last five years have confirmed all the arguments then put forward in

favour of maintaining the space at present provided. The Committee do not see why there should be any conflict between the British and Indian law regarding the space allotted to seamen. If the Board of Trade would add a sub-section to section 210 of the British Merchant Shipping Act of 1894, stating the minimum space to be allotted to each Lascar seamen, and accept for such space the measurements provided for in the Indian Merchant Seamen's Act XIII of 1876, viz. : 6 superficial feet and 36 cubic feet, any existing conflict between British and Indian Law would, my Committee consider, be done away with. Long experience has shown that the above space is amply sufficient.

4. The idea suggested in paras. 3 and 6 of the letter from the Government of India, No. 5588 S. R., dated 9th December, 1899, appears to be that if certain shipowners are in the habit of giving more space to the Lascars than the minimum prescribed by law, there would be no hardship in increasing the legal minimum up to what is now given without compulsion. On this point the Committee cannot agree with Government. The legal limit in this case should, they consider, be the minimum necessary for health and reasonable comfort, and the experience of the years 1876 to 1899 shows that the 6 superficial feet and 36 cubic feet does ensure health and comfort. In the letter from the Government of India referred to above it is stated that the Medical Practitioners and Sanitary Officers who are consulted should be requested to state as precisely as possible the positive evidence, if any, which may have led them to consider the present accommodation insufficient. This, the Committee consider, is a very essential point, and it is most important that the condition as to positive evidence should be insisted on, as there does not appear to be any evidence, as far as the Chamber is aware, to prove that the present accommodation is insufficient, and nothing short of such proof should be allowed to alter the present law.

5. From enquiries instituted by the Committee it appears that Lascar crews are perfectly contented with the present space, and it must be obvious to any one acquainted with the conditions under which Lascars live on boardship that the accommodation is infinitely superior to anything they are accustomed to in their own homes on shore, while on boardship they have the additional advantage of pure air, pure water and good food.

6. For the reasons above enumerated, therefore, the Committee would respectfully protest against any alteration being made in the Indian law in respect of the accommodation hitherto provided for native seamen, and they trust H. E. the Governor-in-Council may see his way to support the Chamber's views in this matter.—I have, &c.,

C. J. MICHAEL, Assistant Secretary,
WILLIAM GREAVES, Chairman.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX O.

GENERAL AVERAGE DEPOSITS.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 23rd November 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Underwriters' Association to address you on the subject of settlement of claims under General Averages.

The practice in Bombay has hitherto been for deposits received from consignees in Bombay to be remitted by the local Agents to the owners of vessels in Europe. In the case of the s.s. "Radley" (January 1898) a deposit of 8 per cent. in sterling on the value of the cargo was claimed from the consignees by the Agents representing the owners of the vessel at Bombay and Karachi respectively, to meet General Average Contributions. The deposits so received from the consignees at Bombay were remitted by the Agents in question to the owners in London, at the rate of exchange of the day, whereas the deposits received from the consignees at Karachi were placed in the hands of Trustees at that place. The Average Statement was prepared in London, and it showed that the deposits of the consignees exceeded the amount of their liability towards General Average; it also showed the excess sums recovered by the Bombay Agents from the consignees over and above the sums ultimately found to be payable by the consignees. As regards the Karachi deposits the surplus of the sums lodged in the names of the Trustees was returned to the consignees. The Bombay deposits however having been remitted in sterling to London appeared in the Average Statement in sterling at the rate of exchange ruling on the date when the deposits were remitted. The result of this difference in treatment of the two sets of consignees was that the consignees at Bombay were required to pay something like two per cent. more than the consignees at Karachi in consequence of the difference in exchange between the dates of the remission of the contributions to London and the rate ruling at the time the surplus contributions were remitted back to Bombay.

A typical case has occurred lately with the s. s. "Bombay" from Karachi to Red Sea Ports. The steamer got under average—a deposit of 3 per cent. was exacted from shippers. The money was remitted to owners at 1*s.* 3⅞*d.* and the balance is proposed to be returned to depositors at 1*s.* 4½*d.*,—a loss of 2·21%. As the liability of cargo was only 9/16% against a deposit of 3%, the amount at stake is large.

The Committee of the Association in view of the advantages of securing some uniformity in the settlement of claims under General Averages, consider that it would be of the greatest advantage to consignees of cargo if a rule were adopted to the effect that in all cases of General Average Deposits, the deposits called for should be vested in the names of two Trustees who would on adjustment of the claim, pay what might be found due at the rate of exchange ruling when the General Average Statement was received, and return the balance to the Depositors. The chief reason for some such arrangement being necessary is that shipowners to protect themselves always demand a deposit in excess of any probable liability, and as the liability in connection with the cargo is not determined until the average is adjusted, it is not, the Committee think, right that the shipowners should have the control of the money during the time that the General Average Statement is being prepared.

I am to express the hope that the matter will receive the consideration of the Committee of the Bombay Chamber of Commerce and that they will favour the Association by bringing it to the notice of the members of the Chamber with a view to the adoption of the course proposed in this letter.—I am, &c.,

C. J. MICHAEL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 23rd February, 1900.

The SECRETARY, BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIR,—With reference to your letter of the 23rd November 1899 on the subject of deposits against General Averages, I am instructed to say that the papers have been circulated among the members of the Bombay Chamber of Commerce, and the majority of the members favour the proposals of your Committee.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX O.

UNDERWRITERS' ASSOCIATION,

BOMBAY, 6th June 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by my Committee to acknowledge receipt of your letter of 23rd February informing them that the majority of your Members are in favour of the adoption of a uniform procedure in the settlement of General Averages.

2. In addition to the "Radley" case, already brought to the notice of the Chamber, I am instructed to wait upon you with a newspaper cutting from the Shipping and Mercantile Gazette dealing with the system introduced by the Austrian Lloyd Steam Navigation Company in adjusting General Averages which throws considerable light on the latitude allowed to Ship Owners under existing conditions.

3. My Committee have also had before them a collection of Bills of Lading forms used at this Port by both Liners and non-Liners, in the majority of which no allusion to a possible General Average is contained. Among the latter is the Eastern Trade Bill of Lading, compiled and issued by the Chamber. To facilitate reference, I beg to enclose all the forms above alluded to.

4. Under the circumstances my Committee are of opinion that the absence in the Contract of Affreightment of a clause defining the procedure to be adopted, should General Average arise, may lead to legal proceedings, otherwise avoidable.

5. Reverting to the proposal contained in my letter of 23rd November 1899, I am directed to inform you that on re-consideration of the whole question, my Committee have decided to waive their suggestion re- "Appointment of Trustees" as they have come to the conclusion that in the case of transhipments to minor ports, it might be difficult to select or obtain adequate parties to act in this capacity. In modifying their suggestions my Committee are also actuated by the desire to avoid enhancing General Average Charges and leading to delay in the delivery of cargoes.

6. As Underwriters, my Committee feel that although indirectly parties to a Contract of Affreightment, the latter is primarily concluded by the Insuring Public, whom in the first instance it behoves to guard against omissions in such Contracts or the introduction of practices thereinto that may cause delay in legally establishing claims on Underwriters.

7. Under the circumstances my Committee are of opinion that joint action on the part of Shippers is necessary to establish a uniform procedure which can only be attained by the alteration of the forms of Bill of Lading presently in use, by the introduction into such Contracts of the following clause or modification of same :—

"Average payable according to York-Antwerp Rules of 1890 as "per official Adjustment of a sworn Average Adjuster at such port "at which the bulk of the cargo had been discharged, if such Adjust-"er be there available, otherwise at the nearest convenient port. All "Deposits to be regarded as Trust monies and for the benefit of "Consignees and/or Underwriters to be lodged under a separate Ac-"count at interest in a leading Bank at port of payment or in the "case of transhipment cargo at such port at which the transhipment "has been effected. A Banker's certificate to this effect to be em-"bodied in the Adjustment."

8. Concluding my Committee would suggest the adoption of this alteration in the Eastern Trade form as a primary measure, to be followed by representations on the subject either to Ship Owners direct or through the medium of representative commercial bodies at Home Ports.—Yours, &c.,

C. J. MICHAEL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th June 1900.

The SECRETARY BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I beg to acknowledge the receipt of your letter of the 6th instant on the subject of General Average Adjustments, and to say that the matter having received their consideration they are disinclined to take up the question. They would, however, suggest it being referred by your Committee to the Institute of London Underwriters.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX P.

PROPOSED PUBLIC WHARF AT ADEN.

ADEN CHAMBER OF COMMERCE, 26th January, 1900.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—My Committee desire me to forward you copies of resolutions passed unanimously at the General Meeting of this Chamber on the 19th ultimo, when nearly all the leading Indian merchants, who represent the bulk of the Aden trade, were present.

The resolutions Nos. 1 to 5 are in connection with the proposed Public Wharf, which the Port Trustees have resolved, by a majority to construct at Tawahi; by obtaining a loan of 8 lacs from the Government for the purpose. The Native merchants, who are the principal traders of the Port desire that if any wharf is to be built, it should be at Maala, where the principal stores of the leading merchants are situated. They further protest against the Trustees borrowing 8 lacs of rupees for the proposed new wharf at Tawahi, while the present wharf at Maala can be usefully extended at a cost of about two lacs. It would be much more convenient and economical in the matter of cartage, &c., for the merchants, than the proposed wharf at Tawahi; moreover, it can be extended gradually, year by year as the demand arises and the surplus revenue permits, instead of paying interest on loan and sinking fund of 8 lacs of rupees proposed by the Trustees, which with interest, &c., will become an increased and direct charge on the commerce of the Port, without any resultant benefit to the merchants.

The resolutions Nos. 6 to 8 refer to the increase of import tolls from 1 anna per ton now levied to 3¼ annas per ton proposed to the levied on grain, flour, seeds, &c.; the increase at first sight may not seem very high, but it becomes a very high item when the same article has to again pay for export 3¼ annas making 6½ annas toll tax as proposed instead of 2 annas as at present paid per ton for import and export.

Three-fourths of the seed, flour and grain, it may be said, comes here for export to Somali Coast and Red-Sea Ports, and any increase of tolls the merchants fear will tend to divert a part of the traffic direct to those ports instead of coming here for transhipment.

In Bombay with every facility in the way of wharfage, the toll is only 2 annas per ton, while here it would come to about 8¼ annas per ton including tolls and wharfage, if the increase proposed by the Trustees is sanctioned.

The increase of tolls generally, my Committee learns, was carried by the casting vote of the Chairman, four members including the unofficial members having voted against this. The Port Trust consists of 8 members including Chairman, who has the double or casting vote.

Feeling confident that your Chamber is taking a lively interest in the prosperity of this Port, my Committee venture to hope that your Chamber will be able to lay before the Government the said resolutions with any remarks you may deem fit.

Copies of the resolutions herein referred to have been forwarded to the Port Trustees with a request that they should be forwarded to the Bombay Government.—I am, &c.,

CHARLES BERRY, Honorary Secretary.

RESOLUTIONS REFERRED TO –

1. The Chamber learns with regret that the Port Trustees have adopted a resolution by a majority, to have an expensive wharf at Tawahi, instead of extending the present one at Maala, at about one third the cost.

2. The Chamber deprecates any heavy debt being incurred for the proposed wharf and would suggest that the work be undertaken only out of surplus funds, when the dredging is finished, so as to save interest and sinking fund charges.

3. In Bombay the Docks are purposely built in the vicinity of the merchants' principle stores, and the Chamber again urges that any wharf or warehouse built for Aden should be at Maala, where the principle stores are, in order to save cartage and extra attendants, which would be required in the case of a wharf being built at Tawahi.

4. This Chamber regrets that the Port Trustees have not seen fit to submit any particulars in connection with the proposed wharf for the Chamber's expression of opinion.

5. The Chamber begs to submit herewith a rough plan and estimate of what would meet the requirements of the trade, and would not be a third as expensive as the proposed wharf at Tawahi.

6. The grain and flour imported into and exported from Aden represents over a third of the volume of trade of the Port, and the Chamber deprecates any increase of the tolls on these articles, as it will certainly tend to check a certain portion of the trade, and would encourage direct shipment, instead of transhipping at Aden.

7. The Chamber learns with regret that it is proposed to impose a toll tax on dates, transhipped from country craft to country craft, which have hitherto been free of this toll. It is feared that the toll will tend to cause the date trade to be carried on direct instead of being brought to Aden for transhipment, where the local craft at present derive benefit from this operation.

8. The Chamber earnestly hopes the existing toll-tax will be removed, as early as possible, as the trade of Aden, being chiefly transhipment, cannot afford continuous taxation.

BOMBAY CHAMBER OF COMMERCE, 28th February 1900.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am instructed to wait upon Government with copies of resolutions passed unanimously at a General Meeting of the Aden Chamber of Commerce on 19th December 1899. Resolutions Nos. 1 to 5 are in connection with a public wharf which the Port Trustees at Aden have resolved, by a majority of one, to construct at Tawahi and it is understood that application has been made to the Government of Bombay for permission to borrow 8 lacs of rupees for the purpose of carrying out the work. In order to meet the interest, sinking fund, and cost of establishment, it is proposed (vide Resolutions Nos. 6 to 8) to increase the import tolls from 1 anna per ton now levied, to 3½ annas a ton, on grain, flour, seeds, &c. At first sight this may appear unobjectionable, but from a financial stand-point it

appears to my Committee that the Trustees have taken a too sanguine view of the situation. Local cargo is estimated to bring in a revenue of Rs. 27,000, but this estimate, it has been pointed out, is based on the figures of 1898-99—a most properous year—and that it would be safer to take an average of, say, the past four years, which gives an estimated revenue of Rupees 22,000. Then the fees on transhipment cargo are estimated to give a revenue of Rs. 18,000, but here again the Trustees appear to have miscalculated their earnings, for there is little doubt that the volume of transhipment cargo to be dealt with at Aden will very quickly decrease to an enormous extent if it has to pay such heavy dues as are proposed, and there is every reason to fear that this class of cargo will find other means of reaching its destination and avoid Aden altogether.

2. There is however, an almost more important side to this question as far as the steam-ship companies trading with Bombay are concerned. On the 16th June 1899, the Committee understand, the Agents in London for the leading steam-ship companies trading to the East addressed the Secretary of State for India on the subject of deepening the inner harbour at Aden, so as to enable vessels of deep draft to enter, remain afloat, and leave at all states of the tide.

3. The foregoing work is in the opinion of my Committee more important than the public wharf now proposed; and they would suggest that all the revenue of the Port should be devoted to dredging to a depth of 30 feet at L. W. and to the making of a large mooring Basin of the same depth.

4. In conclusion I am instructed to say that the resolutions of the Aden Chamber of Commerce (copies of which are attached hereto) have the support of my Committee and they request the favourable consideration of Government.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 172/G OF 1900.

MARINE DEPARTMENT,

BOMBAY CASTLE, 28th June 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 28th February 1900, I am directed to state for the information of the Chamber that Government have had before them the scheme submitted by the Port Trustees, Aden, for the construction of a public wharf at Aden and have decided that it must for the present be abandoned as the requisite Government loan of 8 lakhs of rupees cannot be provided, and that it is unnecessary, therefore, to consider in detail the arguments for and against it.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

APPENDIX Q.

STORAGE OF COAL ON THE BUNDERS.

No. 2313.

BOMBAY PORT TRUST,

BOMBAY, 30th May 1900.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am directed by the Port Trustees of Bombay to invite the Chamber to consider the question of certain rules which have been proposed to regulate the stacking and storage of coal on the Port Trust Bunders and to kindly favour the Trustees with their opinion.

2. The question of the measures which it is desirable to take has more than once been considered by this Board, but owing to diversity of opinion no satisfactory conclusion has yet been come to. On the one hand the Municipal Commissioner urges the necessity of the Trustees insisting on the lessees providing proper ventilation and states that unless proper measures be adopted for preventing the out-break of fires, he would not in future allow licenses to be granted for the storage of coal on the Malet Bunder.

3. In April 1899 by order of this Board a circular letter (copy attached) was addressed to Coal owners and Insurance Companies, vide the Board's Resolution No. 82, dated 20th March 1899 (copy attached).

4. In November 1899 a letter was received from the Superintendent of Licenses in which it was stated that the Municipal Commissioner proposes to adopt the following rules as a precautionary measure in regard to the storage of coal on the Bunders :—

1. No stack of coal is to exceed 7 (ft.) in height, and wherever it may be necessary for men to pass over the coal 9" planks are to be laid down to serve as Gangways.

2. Pipes of 2" diameter and 9' long are to be built into the coal stacks at distances not exceeding 8' apart in all directions.

3. The temperature is to be taken in these daily by the Licensee or some one deputed by him by lowering a thermometer to the bottom of each pipe and should this be found to exceed 200 ° F at any point a cut must be made through the stack at that place.

4. Records of the temperatures taken must be kept and produced when called for by the Superintendent of Licenses.

5. These rules were reviewed by the Chairman who, as a compromise, suggested certain modifications, vide extract from his note as follows :—

" Taking the proposed rules in order, I think to prescribe a height " of 7 ft. for all descriptions of coal would obviously be unnecessary " and objectionable. The various reports conclusively show that " practice and experience are entirely opposed to such a limit ; it is " open to the great practical objection that if such a limit be insisted " upon it would be extremely difficult to find storage space any " where and trade would therefore be seriously hampered at the " outset.

" Mr. Lindsay's suggestions as regards limiting height and width " (the latter is not provided for in the rules) are so reasonable and " based upon evidently such good grounds that I would suggest for " the consideration of the Municipal Commissioner the following rule " to take the place of Rule 1 :—

" (a) No stack of coal shall exceed 40 feet in width and the " height shall be limited to the following :—

Class of Coal.	Limiting height. Feet.
Indian and Japanese Coal.....	10
English and Scotch Coals.....	12
Welsh Coal.....	18

" No limit need be placed on the lengths of stacks.

" N. B.—I would omit the reference to planks and gangways as " unnecessary for inclusion in rules.

"Then in lieu of Rule 2 I would suggest for consideration the "following :—

"(b) In stacks where the widths are not less than 25 feet a "narrow gully of not less than one foot in width at the "bottom and three feet at the top should be arranged.

"In stacks of widths varying from 20 to 30 feet ventilators "should be provided, that is, horizontal passages should "be formed and laid transversely from side to side of the "stack, placed not less than 12 feet apart and shall have "the sectional dimensions of not less than 12" × 9" "provided with open ends ; each of these should have at "least one vertical shaft or tube of any dimensions but not "less than 3" diameter.

"Stacks of less than 20 feet in width need not be provided with "ventilators.

"There should in all cases be clear and open spaces or road-ways "of not less than 8 feet in width between all stacks.

"Rules 3 and 4 might stand, the temperature being taken in the "vertical shafts.

"There remains only to consider the question of providing increas- "ed arrangements for water-supply by extending the main "on the Malet Bunder and laying a new main to the coal "depots at Mody Bay as proposed in the Municipal Com- "missioner's letter No. 7257 of 1899.

"But some opinions entitled to weight are against the provision of "water for extinguishing these fires.

"Mr. Lindsay says ;—I must frankly admit that in my opinion "water in most cases aggravates the out-break in its initial "stage and the only proper way to extinguish the fire is to "cut open the stack. Should the coal become too hot for "the men to handle, water can be used to assist them, but "not otherwise.

"As an Insurance Agent, presumably interested in the safety of "goods insured, Mr. Lindsay's opinions are at least "impartial.

"Again it is very likely that within a very few years coal will "cease to be stacked at the Malet Bunder as the space will "be required in connection with the proposed railway and "at the Coal depôts Mody Bay Estate as they will be "included in the proposed 3rd Dock. I hardly think "therefore that there are sufficient grounds for spending "nearly Rs. 4,000 on these extensions."

6. I am to say that from the 1st April 1899 to the 17th May 1900 the following fires occurred in the various classes of coal on Port Trust Bunders :—

MALET BUNDER.

7th	April	1899	Coal heap	No.	30	Unventilated	Bengal.
21st	„	„	„	„	21	„	Singarani.
3rd	May	„	„	„	22	„	English.
8th	„	„	„	„	72	„	Bengal.
17th	„	„	„	„	74	„	Singarani.
27th	Nov.	„	„	„	16	„	„
25th	„	„	„	„	11	„	„
2nd	Dec.	„	„	„	32	„	„

TANK BUNDER.

20th June 1899, Coal heap No. 128 Unventilated Bengal.

7. In requesting the favour of an expression of opinion on the part of the Chamber, I am to say that if the Chairman's suggestions are not accepted in their entirety, it is hoped that the Chamber may be able to suggest modifications for consideration of the Board, as it is desirable to settle this question definitely.—I have, &c.,

H. E. HART, Acting Secretary.

CIRCULAR LETTER ADDRESSED TO THE COAL OWNERS AND INSURANCE COMPANIES.

SIR,—I am directed to bring to your notice the frequency of fires in stacks of coal stored on the open ground at Mody Bay Reclamation and elsewhere along the Foreshore.

The Municipal Commissioner is of opinion that if proper methods of ventilating stacks were adopted these fires, if not altogether stopped, might be greatly reduced and he has called on the Trustees to insist on ventilation, intimating that unless proper measures are adopted for preventing the outbreak of fires, licenses will not be granted and a charge will probably be made for the water used in extinguishing fires.

In order to avoid such action I am to request that you will give this matter your special attention, and in stacking coal will provide that a liberal use be made of ventilators.—I have, &c.,

F. G. DUMAYNE, Secretary.

15th May 1899.

BOMBAY PORT TRUST,

SECRETARY'S OFFICE, BALLARD ROAD.

EXCERPT from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 20th March 1899.

3. Read letter from the Municipal Commissioner for the City of Bombay, No. 25584, dated 14th January 1899, forwarding the report of the Chief Inspector, Fire Brigade, on the subject of the outbreak of fires in heaps of coal at Malet Bunder, expressing the opinion that the spontaneous combustion of the coal was due to the absence of ventilators, and requesting that the Trustees will consider the advisability of insisting on the tenants providing a sufficient number of ventilators.

Submitted the report of the Chief Inspector, Fire Brigade, above referred to.

Submitted Trustees' Resolution No. 309, dated 30th June 1891.

Read report from the Traffic Manager, No. 39-4592, dated 27th January 1899, saying that the subject of ventilators in coal heaps was before the Trustees in 1891, vide their Resolution quoted above, but that no orders were passed and that many owners of coal hold the opinion that ventilators do no real good, but on the other hand favour rapid combustion, and cause great loss if a heap takes fire and that there is less loss if there are no ventilators.

Read letter to the Municipal Commissioner No. 615, dated 11th February 1899.

Read letter from the Municipal Commissioner for the City of Bombay, No. 28858, dated 20th February 1899, saying that unless proper measures are adopted for preventing the outbreak of fires he would not in future allow licenses to be granted for the storage of coal on the Malet Bunder, and that he would take the sense of the Standing Committee on the question whether under the circumstances water thus used should not be charged for.

Submitted note by the Secretary, dated 23rd February 1899.

Read minutes of members of the Land and Railways and the Bunders Committees on the subject.

RESOLUTION No. 82.—A circular letter should be addressed to coal owners, and the Insurance Companies calling their attention to the frequency of fires and communicating to them the opinion of the Municipal Commissioner, and having done this the Trustees hope that the Municipal Commissioner will not take the further action contemplated in his letter No. 28858, dated 20th February 1899.

TRUE EXCERPT.
H. E. HART, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 22nd June 1900.

The SECRETARY, BOMBAY PORT TURST.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2313 of the 30th May 1900, on the subject of the proposed rules to regulate the stacking and storage of coal on the Bunders.

2. Having given careful consideration to the modifications suggested by your Chairman, I am instructed to address you as follows :—

3. As regards your Rule A the Committee are not in favour of limiting the height of stacks for the different descriptions of

coal imported into Bombay. The stacking of coal depends a great deal upon the quality and the condition in which it is landed, and it would not, in the opinion of the Committee, be wise to limit the height in each case ; the question of height should, they consider, be left to the discretion of the importer, who is the best judge in the matter.

4. The statistics procured by the Committee show that fires in coal stacks have not of recent years taken place to any serious extent, but if it should be considered absolutely necessary to fix the limit, they would suggest a maximum height of 15 feet without regard to the particular class of coal to be handled. As to the question of the width of stacks, expert opinion shows that the area to be covered is not a matter of much consequence, except that perhaps in circumscribed heaps there would be more facility of access in case of fire. The trade only pays for land actually occupied and it would be well therefore to omit the reference to width. At the same time the Committee would have no objection to the limit proposed should the Trustees and the Municipality eventually consider it necessary.

5. The Chairman of the Trust omits reference to planks and gangways as unnecessary for inclusion in Rules. The Committee, however, consider it desirable that planks should be provided and that no treading should be allowed at any part where more coal is subsequently to be placed. Planks should be placed against the edge of the heap and no man allowed to run off the planks. Coal compressed at the angle of repose constitutes no danger, but a horizontal compression confines a generated heat and induces spontaneous combustion.

6. With regard to the provision of ventilators—dealt with under your rule (*b*)—Mr. H. Joshua Phillips, F.I.C., F.C.S., in his book entitled "The handling of dangerous goods," says :—

> "The causes of the production of the heat necessary to
> "initiate the spontaneous ignition of coal have given rise
> "to much discussion. The heat evolved consequent upon

"the oxidation of the iron pyrites (disulphide of iron, "brasses) present in more or less quantity in practically all "coals is generally credited with being the primary cause "of the spontaneous conflagration in coal heaps, ships "cargoes, &c. In addition to the heat evolved during the "oxidation of pyrites the products of the oxidation disin- "tregates the coal making room for the admission of more "air and thus heat is developed in the coal until the point "of ignition is attained. Moisture enhances the oxidation "of pyrites. Whether the presence of pyrites is absolutely "necessary or not, in order to produce sufficient heat "conducive to the spontaneous ignition of coal heaps, "there can be no doubt that in consideration of the fact of "its proneness to oxidation and that it is present in more or "less quantity in all coals, the majority of cases of sponta- "neous combustion are attributable to it. Therefore a "highly pyritic coal must be considered hazardous for "storage and as a cargo. That the breakage of coal in its "transport from the pit to the ship's hold, the shipment of "pyritic coal in a wet condition and especially ventilation "through the body of the coal cargoes conduce to sponta- "neous combustion, even though the coal may not be unfit "for conveyance on long voyages."

7. It has further been represented to the Committee that while ventilating coal heaps is a sure prevention of firing, it is practically impossible to thoroughly ventilate the coal on the Bunders, and that an incomplete ventilation is far worse than no ventilation at all. The Committee are therefore averse to so-called ventilating in the ground. The current in a ventilating shaft is generated by the heat of coal and the incoming air supplies the necessary oxygen for combustion, thus entirely defeating the object in view. Ventilating coal by *forced* draught seems to the Committee to be the only sure preventive but to their mind it is utterly impracticable.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 4806.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,

BOMBAY, 9th November 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter dated 22nd June last on the subject of the storage of coal, I am directed to say that the proposed rules were considered by the Trustees at a meeting held on the 30th ultimo when the following resolution was passed, viz.':—

RESOLUTION No. 313.—The Trustees having again fully considered the proposals made for the stacking and storage of coal, are of opinion that in view of the comparatively few fires in all but the years 1898-99, and 1899-1900, it is not well to disturb existing arrangements. The trade in coal is large and fires are not frequent and the various opinions expressed go to prove that further rules are not required, will hamper the trade and some of those proposed would involve heavy expense without sufficient corresponding advantages.

2. Of those proposed, Rules 1 and 2 omitting sub-clauses (a), and (b) and (c), but including clause (d), might be acceptable, but the others are considered unnecessary and objectionable.

3. As regards watering it is considered that in most cases water aggravates the outbreak in its initial stage, and the proper way to extinguish the fire is to cut open the stack and spread the coal.

4. It might be suggested to the Municipal Commissioner that fire engines need not be sent to coal fires unless the

owners of the coal make a special requisition and agree to pay for the water used; if this were made the rule there would be the less reason for interfering with existing arrangements, as the owners would then be the only losers.

5. For these reasons the Trustees desire that a further representation may be made to the Municipal Commissioner with a request that, in view of the strong opinions held by a large majority including experts and others, he will kindly refrain from taking any further action as regards the proposed rules.

6. The Chamber of Commerce should be informed of the action taken by the Trustees.—I have, &c.,

F. G. DUMAYNE, Secretary.

APPENDIX R.

CHEMICAL ANALYSER'S DEPARTMENT.

BOMBAY CHAMBER OF COMMERCE, 29th March 1900.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to the inconvenience importers in Bombay are being subjected to owing to the system of submitting to the Chemical Analyser to Government various articles imported into Bombay for the purpose of ascertaining whether such meet with the requirements of the Merchandise Marks Act and the Customs Act. It has been further representated to the Chamber—and enquires made by the Committee confirm the information placed before them—that the delay which takes place in the Government Analyser's Department in reporting on articles submitted for analyses by the Customs Authorities, places a heavy tax on the trade by subjecting importers to extra dock and other charges.

2. The matter has received the careful consideration of the Committee, and it has occurred to them that the delays complained of might be greatly minimised if Government could see their way to having a properly organised Analytical Department attached to the Custom House, and under the direct control of the Collector of Customs. If, however, there are difficulties in the way of carrying out this suggestion, the Committee would ask that steps be taken by Government to strengthen the staff of the Chemical Analyser, as it is obvious that the Department, as at present constituted, is not able to cope expeditiously with the large amount of work entailed.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. C/6670 OF 1900.

BOMBAY CUSTOM HOUSE, 8th May 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of 29th March 1900 complaining of delay which takes place in the Department of the Chemical Analyser to Government, I have the honour to state that enquiries which have been instituted show that in the period between the 30th November 1899 and 16th March 1900, there were in all 153 cases submitted to the Chemical Analyser from consignments of imported goods. With the exception of a few instances, the time taken by the Chemical Analyser in completing the tests did not exceed four days, excluding Sundays and holidays. In 105 cases the tests were completed in two days. Further in the instances where tests occupied more than four days it was generally the case that the Chemical Analyser's report of result was disputed by the importers, necessitating a second and sometimes a third test and causing a delay, for which the Chemical Analyser cannot justly be held responsible. It does not appear that any cases are ever detained longer than the actual time required for analysis or re-analysis.

2. Under these circumstances I regret that I am not prepared to recommend Government to consider your suggestion of "having a properly organised analytical Department attached to the Custom House and under the direct control of the Collector of Customs." Nor am I able to concur, on consideration of the facts, with your conclusion that "it is obvious that the Department as at present constituted is not able to cope expeditiously with the large amount of work entailed."—I have, &c.,

E. GRAY, Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 17th May 1900.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. C/6670 of the 8th instant, in respect to the delay which takes place in the Department of the Chemical Analyser to Government.

In thanking you for your communication the Committee of the Chamber would be pleased to know why the tests made during March compare so unfavourably as regards time with those made in the earlier months, such as imitation Red Lead, White Zinc Paint, and Papadkhar, which occupied 3, 6 and 5 days respectively in March, while the analyses of the same goods in the month of January and February did not exceed two days. The Committee would be further obliged if you could furnish them with a list of holidays observed in the Department of the Chemical Analyser.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

No. C/8315 of 1900.

Bombay Custom House, 6th June 1900.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—In reply to your letter of the 17th ultimo, I have the honour to forward a copy of a letter No. 894 dated the 1st instant from the Chemical Analyser to Government, which, it is hoped, gives all the information you require.—I have, &c.,

S. M. EDWARDES, for Collector of Customs and Opium.

No. 894 of 1-6-1900.

To the Collector of Customs, Bombay.

Sir,—With reference to your endorsement No. C/7627 of the 22nd ultimo (with accompaniments herewith returned) giving cover to Chamber of Commerce letter of the 17th ultimo, I have the honour to point out that looking to the list prepared by the 1st Assistant, Prince's Dock, Bombay, of the various articles sent to this laboratory, there were five samples of Papadkhar submitted in March, out of which two were reported in one day, two in two days and one in five (which included one Sunday and two holidays, 15th and 17th). So this sample was therefore virtually reported in two days. From the list, it appears that a sample of white zinc paint was sent on the 13th March and it was reported on the 19th

(six days); out of these six days, two viz., 15th and 17th were holidays, and 18th was a Sunday. So this sample was also virtually reported on in three days. The one sample of red lead was received on the 5th March, and reported on, on the 8th. Owing to doubtful results of analysis, this sample had to be re-examined. A list of the holidays observed at this laboratory is herewith appended, but it is necessary to add that during these holidays urgent work, such as the testing of kerosine oil and explosives, is undertaken at once. I have further to point out, that when a sample is reported on within one or two days, it does not necessarily imply that others of the same nature can be reported on within the same period, for in many cases finally passed as genuine, there is frequently some doubt until the analysis is repeated several times. To be of any value at all, chemical analysis cannot be "rushed"; the work has to be carefully done, as the least hurry is apt to vitiate the results.—I have, &c.,

T. D. C. BARRY, Major I.M.S.,
Chemical Analyser to Government.

HOLIDAYS, 1900.

HINDU.

1	Makar Sankranti	13th January	Saturday.
1	Maha Shivratrai	27th February	Tuesday.
2	Shimga	15th and 17th March	Thursday and Saturday.
1	Ramnavmi	8th April	Sunday.
1	Narali Poornima	10th August	Friday.
1	Janma Ashtami	17th August	Do.
1	Ganesh Chaturthi	29th August	Wednesday.
1	Dasara	3rd October	Do.
2	Divali	22nd and 24th October	Monday and Wednesday.

PARSI.

1	Jamshedi Naoroz	21st March	Wednesday.
1	Avan Jashan	22nd April	Sunday.
1	Adar Jashan	21st May	Monday.
1	Farwardin-Jashan	31st May	Thursday.
3	Gatha Gahamber and Pateti.	12th, 13th and 14th Septr.	Wednesday. Thursday and Friday.

1	Naoroz or New Year's Day...	15th September	Saturday.
2	Khurdadsal and Valava.....	20th and 21st September.	Thursday and Friday.
1	Atash Behram Salgiri	17th October	Wednesday.
1	Do. do. (Wadia's)	31st October	Do.

MAHOMEDAN.

1	Mohorum	10th May	Thursday.

GENERAL.

1	New Year's Day.	
	Easter Holidays.....	11th to 17th April.
	Queen's Birthday	24th May ..... Thursday.
	Xmas Holidays.	

BOMBAY CHAMBER OF COMMERCE, 20th June 1900.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge with thanks the receipt of your letter No. C/8315 of the 6th instant, together with a copy of a communication from the Chemical Analyser to Government.

From the said communication the Committee notice that the reports in the cases previously cited by the Chamber were mostly delayed by the intervention of holidays. Indeed, it seems to them that the holidays observed by the Department of the Chemical Analyser are so numerous that they must necessarily interfere with the quick despatch of work and at the same time cause much inconvenience to importers who are naturally anxious to clear their goods at the earliest possible moment. I am therefore instructed to ask that arrangement be made so that this work shall be done on all days excepting those observed as holidays by the Custom House.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX R.

No. C/9166 of 1900.

Bombay Custom House, 22nd June 1900.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter of 20th instant, I have the honour to inform you that the Chemical Analyser is not under the control of this office, and I would suggest your addressing that Officer, or Government direct regarding the number of holidays observed in his (the Chemical Analyser's) office. I would, however, draw your attention to the fact stated in the Chemical Analyser's letter, of which a copy was sent to you, that urgent work is carried on even on holidays.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

Bombay Chamber of Commerce, 5th July 1900.

The Secretary to Government, General Department, Bombay.

Sir,—I have the honour to wait upon Government with copies of correspondence that has recently passed between the Chamber and the Collector of Land Revenue, Customs and Opium regarding the Chemical Analyser's Department.

2. In its letter of the 20th ultimo the Committee of the Chamber pointed out that the holidays at present observed by the Department of the Chemical Analyser were so numerous that they must necessarily interfere with the quick despatch of work, and they accordingly suggested that arrangements be made so that the work of analyses be done on all days excepting those observed as holidays by the Custom House.

3. In now submitting the correspondence I am to express the hope that H. E. the Governor in Council may be pleased to see his way to give effect to the Chamber's suggestion.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. 351 P. of 1900.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 15th September 1900.

(POONA).

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 5th July 1900, I am directed to state, for the information of your Chamber, that Government will be glad to consider any specific complaints of delay on the part of the Chemical Analyser, but that it appears to them that in the cases brought to notice the Chemical Analyser's explanation are satisfactory, epecially in view of the fact that the 15th and 17th March were "Shimga" holidays which are usually observed, and the 18th was a Sunday. Government expect the Chemical Analyser, like other Government officers, to undertake during holidays work that is really of an urgent nature, but it appears that this is his present practice, and they are not, as at present advised, prepared to revise his list of holidays which, for the first eight months of the current year, appears to have comprised, besides Sundays, New Year's Day, the Easter holidays, the Queen's Birthday, the Mohorrum, and the two Shimga holidays, only one day in January, one day in February, one in March, two days in May and three in August.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 19th September 1900.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 351 of the 15th instant, in reply to this Chamber's communication of the 5th July 1900, on the subject of the Chemical Analyser's Department.

2. The Committee regret that Government have not seen their way to accede to the Chamber's request in the matter of revising the holidays observed by the Chemical Analyser; but from the tenor of your reply it would appear to the Committee that Government, in arriving at this decision, had apparently overlooked the fact that while in the first 8 months of the year—to which reference alone is made in your letter—22 holidays were observed by the Chemical Analyser's Department, the remaining 4 months show a proportionately greater number of days on which work will be practically at a stand-still. While sensible of the fact that work of an urgent nature is undertaken by the chemical Analyser's staff during holidays, it seem to the Committee that such long intervals as 7 days at Easter and 7 days or more at Christmas must necessarily tend to retard the work of the Department and cause delay and inconvenience to the trade. That this is generally so will be seen from a further examination of the statement which accompanied my letter of the 5th July 1900. In the case of a sample of Papardkhar (item 36) submitted for analysis on 22nd December 1899, the Chemical Analyser's report was not received till 4th January 1900, thus involving a delay of nearly 13 days; while in the case of item No. 37 the analysis of a sample of Chloroform—submitted on the same date—was not completed till the 9th January 1900, or 18 days after the article had reached the Chemical Analyser's Department.

I am to express the hope that, in view of the circumstances stated above, Government may be pleased to reconsider the decision communicated to the Chamber in the letter under acknowledgement.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. 5547 OF 1900.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 23rd October 1900.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter of the 19th September 1900, I am directed to state that Government are inquiring whether adequate arrangements are made for the performance of urgent work by the Chemical Analyser during holidays which last for several days, such as those taken for Christmas and Easter. Government will be glad to receive intimation from your Chamber of any cases of an urgent nature, the disposal of which is, in future, delayed on account of holidays taken by the Chemical Analyser. As remarked in my letter No. 351-P, dated 15th September 1900, urgent work is expected to be done even on holidays.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

APPENDIX S.

TELEGRAPHIC TRANSFERS.

BOMBAY CHAMBER OF COMMERCE, 16th January 1900.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I am directed to confirm the following telegram despatched to your address to-day :—

"Committee Bombay Chamber of Commerce protest "strongly against action of Secretary of State in withdraw- "ing undertaking to give telegraphic transfers, thereby "causing distrust in Government legislation and serious "disturbance to trade generally. Committee further of "opinion that some steps should be taken to relieve present "monetary tension by a loan to the Presidency Banks."—I have., &c.,

C. J. MICHAEL, Asst. Secretary.

Telegram from the Government of India, Finance and Commerce Department, dated Calcutta, the 18th January 1900, to the Secretary, Bombay Chamber of Commerce:—

Your telegram of 16th. The Secretary of State has not discontinued sale of telegraphic transfers, but has only withdrawn unlimited undertaking given in January 1898 to sell transfers at fixed price of 16 5-32 pence. We regret it is not possible to grant loans to Presidency Banks at present.

BOMBAY CHAMBER OF COMMERCE, 20th June 1900.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am desired by my Committee to solicit the consideration of Government, when disposing of the Indian Paper Currency Act of 1898, which expires next month, to the advisability of fixing a maximum rate at which the Secretary of State will issue telegraphic transfers on India against the payment in London of gold.

2. It is known to Government that in January last when the Secretary of State refused to issue telegraphic transfers at 1s. 4 5/32d. against payments in London of gold, great inconvenience and loss was incurred by the commercial community, and such refusal was followed by fluctuations in exchange which, in the opinion of my Committee, were due to the action of the Secretary of State.

3. At the introduction in Council of the Indian Paper Currency Act of 1898, on the 21st January 1898, the Hon. Sir James Westland cited as an example of how the Secretary of State would carry out transactions in respect of the Gold which he receives for the notes issued in India—namely, the system still in force in the Currency Department in this country of issuing tranfer orders for Currency from one Treasury to another. The system referred to is one by which the trade can pay cash into one Treasury and in exchange receive an order on another Treasury for a like amount, less a fixed charge for expenses in connection therewith. My Committee view the transfer of Gold from London to India to be identical with that of say the transfer of currency from Bombay to Calcutta.

4. One of the objects of the Indian Paper Currency Act was to provide prompt means by which the public may remit to India when Council Drafts were unobtainable. My Committee, therefore, are of the opinion that the Secretary of State is not entitled to charge for telegraphic transfers more than a fraction in excess of the equivalent of the cost of remitting Gold

to India. The cost of remitting Gold to India can be fixed and so arranged that ample notice can be given to the public before any change in the rate is made.

5. With all due respect to Government my Committee beg to point out that the Currency Department cannot make any loss by fixing a maximum rate because they can either import the Gold at a known cost to be held in India against the notes issued or transfer the Gold to the Government of India in exchange for Currency paid to them in India by the Treasury Department, and I am also requested to add that the absence of a maximum rate for such telegraphic transfers shows a want of confidence on the part of Government in the success of their Currency legislation.—I have, &c.,

WM. GREAVES, Chairman.

No. 3004 OF 1900.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 29th June 1900.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 20th instant in which the Chamber solicit the consideration of Government to the advisability of fixing a maximum rate at which the Secretary of State should issue telegraphic transfers on India against the payment in London of gold ; and to state that a copy of the letter has been forwarded to the Government of India.—I have, &c.,

J. MUIR MACKENZIE, Secretary to Government.

No. 3290—A.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, the 28th June 1900.

To the CHAIRMAN of the COMMITTEE, CHAMBER of COMMERCE, Bombay.

SIR, —I am directed to acknowledge receipt of your letter of the 20th instant, conveying the suggestion of your Committee that, when the Paper Currency Act of 1898 is prolonged, a maximum rate may be fixed at which the Secretary of State will issue telegraphic transfers against gold paid into the Currency Reserve in London.

2. The Bill to extend the operation of the Act of 1898 for two years, and to make certain amendments to facilitate the coinage of rupees when required, was introduced in the Legislative Council on Friday last, the 22nd instant. The terms of that Bill have formed the subject of careful consideration by the Government of India and by Her Majesty's Secretary of State for India, and the point raised in your letter was not overlooked. Your Committee will have observed that the Bill does not include the provision which they suggest. The decision of the Government on the point was that it would be inexpedient to give an undertaking, either by legislative enactment or by executive promise, that the rate charged for telegraphic transfers shall not exceed any maximum rate.

3. In explanation of the reasons for this decision I am to invite a reference to the despatch from the Secretary of State No. 29 of March 1, 1900, which has been published in the Gazette of India on March 24. In that despatch His Lordship fully explains the circumstances which led to the withdrawal in January last of his engagement, given in January 1898, to sell telegraphic transfers, until further notice, at a price not exceeding $16\frac{1}{32}$d. for the rupee. The large receipts of gold in India and in London had so reduced the number of rupees in the Currency Reserve that a continuance of the engagement would have involved a considerable risk of the Government of India being unable to meet the payments of telegraphic transfers without reducing the number of rupees in the Reserve below that requisite to ensure the convertibility of the currency notes.

4. In paragraph 9 of the despatch it is explained that it was impossible to give notice of the withdrawal of the engagement, because if an interval between giving the notice and taking action upon it had been allowed the demand for remittance during such interval would in all probability have been excessive. The choice therefore lay between stopping altogether the issue of telegraphic transfers, and granting them in limited quantities at gradually enhanced prices. The Secretary of State decided that the latter of these courses would cause less inconvenience to trade than the former and he adopted it in order to meet the more urgent requirements of trade to the extent which was within the ability of the Government of India to meet at the time.

5. In consequence of the events narrated in the despatch of March 1, the Secretary of State, when the question of prolonging the operation of Act II of 1898 was subsequently raised, decided that such prolongation should be accompanied by a declaration that any action taken by the Secretary of State under the Act does not imply an undertaking to sell

remittances at any specified rate. An announcement to that effect was accordingly made by the Honourable Mr. Dawkins in the Legislative Council on March 21 in replying to the question of the Honourable Mr. Allan Arthur on the subject.

6. For the above reasons the Governor-General in Council regrets that he is unable to adopt the suggestion made in your letter. The Bill now before the Legislative Council, when passed, will enable the Government to continue to meet the convenience of trade by selling telegraphic transfers after the ordinary Treasury balances have become insufficient to meet the payments: this, as you remark in paragraph 4 of your letter, was one of the objects with which Act II of 1898 was passed. But as experience has shown that the rupee balance of the Currency Reserve may also sometimes be insufficient to meet the payments, it is necessary for the Government to keep itself absolutely free to decide when the permissive powers of the Act shall be exercised. The Government must also, in order to admit of the distribution of the remittances when the amount available is limited, be free to decide at what rates the remittances will be granted.—I have, &c.,

J. F. FINLAY, Secretary to the Government of India.

FINANCIAL, No. 29.

INDIA OFFICE,

LONDON, 1st March 1900.

To His Excellency the Right Honourable the GOVERNOR-GENERAL of INDIA in COUNCIL.

MY LORD,—I have considered in Council the letter from your Excellency dated the 25th of January, No. 24, forwarding a copy of the correspondence which you have had with the Bengal and Bombay Chamber of Commerce, and with the Associated Exchange Banks established at Bombay, respecting my withdrawal, on the evening of the 10th of January, of the undertaking given in January 1898, to sell, until further notice, telegraphic transfers on India, without limit, at a price not exceeding 16 5-32d. for the rupee.

Withdrawal of the unlimited undertaking to sell telegraphic transfers at 16 5-32d. per rupee.

2. I observe that, in the Resolution of the Committee of the Bengal Chamber of Commerce, it is stated that they viewed with great alarm the

consequence to the trade in India, "from the stoppage, at the beginning of the busy season, by the Secretary of State, without any notice, of the sale of telegraphic transfer remittances from London at 1s. 4 5-32d. under the Gold Notification Act No. II of 1898."

3. There is some confusion in this phrase which it is desirable to correct. Act II of 1898 was passed in a time of great stringency in India, when, as explained by Sir James Westland in your Legislative Council, on the 14th of January, "supplies of gold (beyond what happens at the moment to be in India) cannot be obtained until three or four weeks have passed"; and it was therefore provided that currency notes might be issued in India to an amount equal to the value of gold held by the Secretary of State in England; and by the Notification issued on the 21st of January it was announced that those notes would be issued at a rate corresponding to 16d. per rupee, with the addition of such further quantity of fine gold as the Secretary of State should from time to time determine to be sufficient to cover all costs and charges incidental to the transmission of gold to India. Sir James Westland at the same time stated that the Secretary of State in Council was prepared to sell, until further notice, telegraphic transfers, at a price not exceeding 16 5-32d. for the rupee.

4. The two transactions, though taking place at the same time, and both of a temporary character, were not dependent the one on the other. The object of the Act, which was at first to last only for six months, was to enable your Government to make use of the rupees in the Currency Reserve sooner than would otherwise have been practicable. The engagement of the Secretary of State in Council ensured to the trade, until further notice, a supply of rupees at a specified price; but those who tendered for rupees at that price were in no way concerned in the question whether gold was to be held under the Act II of 1898, a point which was entirely dependent on the extent to which your treasuries would be able to meet the demand for remittance, without resorting to the Currency Reserve.

5. In July 1898, when the Act would otherwise have expired, the question of the Indian Currency legislation was under consideration; and it was thought undesirable to allow the power which it gave, of relieving tension in the Indian money market, to lapse, at all events for a time. The Act was therefore prolonged for two years. Nothing was said on that occasion as to the engagement to sell telegraphic transfers at 16 5-32d. per rupee, which could be withdrawn at any moment; but

obviously it would have been impossible to engage to supply rupees for a long period at a definite price, when the gold value of the rupee might have been materially altered as the result of the examination of the subject.

6. It was not until the 30th of September 1899 that application was made for any telegraphic transfers at so high a price as 16 5-32d. per rupee. The expenditure for the relief of famine, not only in British India, but also in the Native States, was threatening about the same date to cause a serious drain on your cash balances. Nevertheless, your Excellency desired me to draw freely, while the demand was large; but on the 24th of October, when upwards of 200 lakhs of telegraphic transfers at 16 5-32d. had been met from your treasuries, you were compelled to ask that no more might be allotted except against gold to be held for the Currency Reserve under Act II of 1898.

7. The large quantity of gold that was being accepted by the Currency Department in India was also causing some uneasiness, and led me on the 10th of November to inquire what amount or proportion of that metal it was, in your opinion, safe to hold in the Currency Reserve. You suggested a limit of 5,000,000*l.*; but this was exceeded in the middle of January, and it became desirable to begin paying gold from your treasuries.

8. In the meantime the demand for remittance to India assumed great proportions. Up to the 9th of January the amount of telegraphic transfers sold at 16 5-32d. per rupee had risen to 334½ lakhs, and 850,000*l.* of gold was held by the Secretary of State for the Currency Reserve. On the 10th of January 53 lakhs were sold, making it necessary to purchase 350,000*l.* more gold; and it became clear that there was a considerable risk of your being unable to meet the payments on account of such transfers, without reducing the number of rupees in the Currency Reserve below that which was requisite to ensure the convertibility of your notes.

9. It was, moreover, evident that, if the engagement to sell an unlimited amount of telegraphic transfers at the fixed price was to be cancelled, this must be done without allowing any interval to elapse between giving notice and taking action upon it; since otherwise the demand for remittance during such interval would in all probability have been excessive.

10. It was therefore decided, on the afternoon of the 10th of January, to announce that the engagement of January 1898 was withdrawn; but, in order to meet the requirements of the trade, while checking the strain

on your resources by raising the price gradually, applications for transfers were not refused, and nearly 70 more lakhs were sold in the course of the next week.

11. Thus, while undue pressure on your resources was avoided, the consequent inconvenience to the mercantile world was, as far as possible, reduced ; and, as soon as the banks were able to obtain supplies of gold for import into India, matters resumed their normal course.

12. I cannot close this explanation without observing that the present difficulty is another instance of the dangerous extent to which the banks rely on the Government balances for support, and fail to make provision beforehand to meet the demands which they are well aware must arise in the busy season.—I have, &c.,

GEORGE HAMILTON.

BOMBAY CHAMBER OF COMMERCE, 6th July 1900.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

I have the honour to acknowledge the receipt of your letter No. 3290 of the 28th ultimo in reply to the Chamber's communication of the 20th idem, regarding the advisability of fixing a maximum rate at which the Secretary of State should issue Telegraphic Transfers on India against the payment in London of gold.—I have, &c.,

WILLIAM GREAVES, Chairman.

ROYAL * LIBRARY * OF THE BOMBAY BRANCH OF THE ASIATIC SOCIETY

APPENDIX T.

COINAGE OF RUPEES.

BOMBAY CHAMBER OF COMMERCE, 20th June 1900.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been drawn to an item of Revenue which appears in the Financial Statement of 1899-1900, derived from importing silver into India and issuing it in rupees, and also to a similar item which appears in the Budget for 1900-1901.

In the opinion of my Committee the recent coinage of so large a quantity of rupees has been necessitated by abnormal times, and this is admitted by Mr. C. E. Dawkins when he said : "The only other intervention of Government that I can foresee "will possibly be recourse to shipping surplus gold to Europe "as a temporary corrective in abnormal times, such as upon "the return from up-country of silver coins after a famine." My Committee therefore consider that special care should be taken to meet such an emergency.

It seems to my Committee that the authorities are not following the recommendation made by the Committee appointed to enquire into the Indian Currency, which is as follows :—

"We also recommend that any profits on the coinage of "rupees should not be credited to the revenue or held as a "portion of the ordinary balance of the Government of India, "but should be kept in gold as a special reserve, entirely apart "from the Paper Currency reserve and the ordinary Treasury "balances."

As my Committee look upon the disposal of the apparent profit on the issue of rupees to be intimately associated with the success of the Currency scheme, they would feel indebted to Government if it will explain on what grounds such apparent profits are placed to the credit of revenue instead of as suggested by the Currency Committee ?—I have, &c.,

WILLIAM. GREAVES, Chairman.

No. 3037 OF 1900.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 30th June 1900.

From the Honourable Mr. J. W. P. MUIR-MACKENZIE, I. C. S., Secretary to the Government of Bombay to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 20th instant on the subject of the disposal of the profits derived from importing silver into India and issuing it in rupees, and to state that a copy of your letter has been forwarded to the Government of India for consideration and orders.—I have, &c.,

J. MUIR-MACKENZIE., Secretary to Government.

No. 3369 OF 1900.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 21st July 1900.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3037, dated 30th June 1900, I am directed to state for the information of the Chamber that the Government of India are considering the question of giving effect to the Currency Committee's recommendations regarding the disposal of the profit on the coinage of rupees and that an announcement of their decision will be made in due course.—I have, &c.,

H. S. LAWRENCE, Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 26th July 1900.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 3369 of the 21st instant in which you state that the Government of India are considering the question of giving effect to the Currency Committee's recommendations regarding the disposal of the profit on the coinage of rupees.

My Committee are pleased to receive this intimation, and will be indebted to Government if it will communicate to the Chamber, as early as possible, the decision of the Government of India in the matter.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX U.

GOLD CURRENCY.

No. 3176-A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 25th June 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of a despatch from the Secretary of State for India regarding a suggestion to coin small gold pieces of three or five rupees. These coins would circulate as legal tender in India only.

2. I am to request that you will favour the Government of India with the views of the Chamber on the proposal.

3. I am to add that the Government of India will be glad if this reference can receive the early consideration of the Chamber.—I have, &c.,

W. B. WINGATE, Under Secy. to the Govt. of India.

No. 3107 OF 1900.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 4th July 1900.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of the letter from the Government of India, No. 3178-A, dated the 25th ultimo, and its accompaniment regarding a suggestion to coin small gold pieces of three or five rupees for circulation in India, and to request that this Government may be favoured with the opinion of the Chamber on the points referred to by the Government of India.—I have, &c.,

H. S. LAWRENCE, Under Secretary to Government.

Letter from the UNDER SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, No. 3178-A., dated 25th June 1900:—

"I am directed to forward a copy of a despatch from the Secretary of State for India regarding a suggestion to coin small gold pieces of three or five rupees for circulation in India.

"2. I am to request that with the permission of His Excellency the Governor in Council you will favour the Government of India with the opinion of the Government of Bombay on the probability of the proposed coins being freely accepted and used in the active circulation in place of rupees and also on the probability of their being hoarded as money or ornaments.

"3. As the Government of India desire to receive as early a reply to this reference as may be practicable, I am to suggest the advisability of consulting only selected officers."

No. 84-Financial, dated 24th May 1900.

From the SECRETARY of STATE for INDIA; to His Excellency the VICEROY.

With reference to the measures taken in accordance with the last paragraph of Your Excellency's letter, dated the 14th of December 1899, No. 421, and the subsequent telegraphic correspondence, regarding the issue of sovereigns from your treasuries to the public, it has been suggested that, to make the use of gold coins more popular, and especially among the class of people for whom a coin valued at 15 rupees is an unduly large unit, it may be desirable for your Government to coin gold pieces of three or five rupees at the Calcutta Mint, which should be made legal tender, but would be issued altogether irrespectively of the branch of the Royal Mint at Bombay.

2. I shall be glad to have your opinion on this suggestion.

BOMBAY CHAMBER OF COMMERCE, 10th July 1900.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honour to acknowledge the receipt of your letter No. 3176A of the 25th ultimo, together with a copy of a Despatch from the Secretary of State for India regarding a suggestion to coin small gold pieces of the value of three or five rupees.

2. The matter having received the careful consideration of the Committee of the Bombay Chamber of Commerce, I am to say that they approve of the proposal, as they consider it would assist in popularising the gold coinage in India.

3. Seeing, however, that the $1 Gold Piece in the United States of America, the 5 fc: Gold piece of France, and the Quarter of a Turkish Pound have become unpopular owing to their smallness and practically gone out of circulation, the Committee consider that, for this reason, only a limited number of gold coins, as proposed by the Secretary of State, should, to commence with, be minted for circulation in India.

4. While on this subject the Committee desire respectfully to suggest that, with the view to making the present gold currency more popular in India, Government should consider the advisability of issuing new gold coins stamped as follows :—

£1 or 15 Rupees.

Sh. 10 or 7½ Rupees.

I have, &c.,
WILLIAM GREAVES, Chairman.

BOMBAY CHAMBER OF COMMERCE, 10th July 1900.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 3107 of the 4th instant asking for the opinion of the Chamber regarding a suggestion to coin small gold pieces of three or five rupees for circulation in India.

The Chamber having already been addressed by the Government of India in the matter, I beg to wait upon you, for the information of the Bombay Government, with a copy of my Committee's reply.—I have, &c,

WILLIAM GREAVES, Chairman.

APPENDIX V.

CURRENCY RESERVE.

No. 635—1900, DATED CALCUTTA, 28TH APRIL 1900.

From the SECRETARY, CHAMBER of COMMERCE, Bengal, to the SECRETARY, GOVERNMENT of INDIA, Finance and Commerce Department.

In continuation of correspondence ending with your letter No. 1153A., of 3rd March 1900, I am again directed by the Committee of the Bengal Chamber of Commerce to address you with regard to the prevailing scarcity of silver coins, especially rupees, available for the public demands.

2. You were good enough, in your letter above referred to, to explain very fully, on behalf of the Government of India, why the particular demands for rupees on the part of the two Exchange Banks, to which the Committee of the Chamber had drawn your attention, were not complied with, and it was stated in the concluding paragraph of the letter that the Government of India had decided on the coinage of new rupees to the extent of 1½ crores, which was then proceeding at the Calcutta Mint, and would be completed before the end of March. In addition to this, the Committee understand that a further amount of nearly 1 crore of rupees is in process of coinage. Notwithstanding these additions to the currency, the Committee regret that they have had their attention drawn, on two occasions since the receipt of your letter, to difficulties experienced, on the part of their members, in obtaining silver coin in exchange for notes. The first of these complaints, which was represented to the Comptroller-General on the 2nd March, emanated from the firm of Messrs. Gillanders, Arbuthnot & Co., and had special reference to the difficulty in obtaining small coin for the payment of the wages of the workers in their Jute Mills. In this complaint they specifically stated that in one particular week—the week previous to the date of their letter—they were unable to obtain any four-anna pieces, but they had been supplied with two-anna pieces instead. In the week, however, in which their letter was written, they were unable to obtain any four-anna or two-anna pieces, which was a very serious inconvenience indeed. The Comptroller-General explained,

in reply to their representation, that owing to famine the consumption of small silver and copper coins had of late been unexpectedly large but that arrangements had been made to meet the requirements of the public as far as possible.

A much more serious complaint, however, has just been received from Messrs. Ralli Brothers, who state that, on the 11th instant, they presented Currency Notes to the extent of three lakhs of rupees for exchange into rupees, but that they were offered (as was the case with the two Exchange Banks on a previous occasion), and had to accept, after correspondence, eight-anna pieces instead, the only alternatives to the acceptance of these coins being an offer of gold which, of course, was useless, and a suggestion that they might defer their application until the 17th instant. The reason given for this refusal of rupees was that there were practically none available.

3. It is evident to the Committee, from the facts stated above, that the coinage of rupees by the Government of India is not keeping pace with public requirements; and, if further confirmation of this were required, it could be found in the fact that Currency Notes of every denomination have been, for some little time, both in Allahabad and Cawnpur, disposed of at a discount of eight to ten annas per cent.; and, even at this figure, it is difficult to find purchasers for them. It would appear from this that the Treasuries in the North-West Provinces are also pretty well depleted of silver, and the Committee believe that sovereigns are in like manner being exchanged at a discount in trade transactions. The Committee, while feeling sure that this important matter is receiving the full and serious consideration of the Government of India, consider it their duty to draw attention to circumstances such as the above which, if they continue to be of constant recurrence, will constitute a great danger, not only to the interests of commerce, but also to those of the State.

No. 2296A., dated Simla, the 10th May 1900.

From the Secretary, Government of India, Finance and Commerce Department, to the Secretary, Chamber of Commerce, Bengal.

I am directed to thank you for your letter No. 635, dated 28th April 1900, in which, at the instance of the Bengal Chamber of Commerce, you bring to the notice of Government certain recent incidents illustrating the scarcity of silver coins available to meet the public demand. These in-

cidents, as the Chamber surmise, had already been reported to the Government by their officers, and the whole question has for some time past been receiving close and continuous attention. But the Government none the less welcome the information and suggestions which the Chamber, as representing the mercantile community, are in a position to offer, and such representations as your present letter will always receive the utmost consideration.

2. As the Chamber themselves observe, the necessity for coining more silver was recognised by the Government some months ago, and in January last the Government of India purchased, in India, sufficient silver to coin about one crore of rupees, and also re-coined about half a crore of old and uncurrent rupees. While the coinage of this silver was still in progress, the Government in March purchased in England £500,000 worth of additional silver. On the 20th of April in consequence of the reports of the Comptroller-General on the subject, to which you call attention, the Government of India requested the Secretary of State to purchase another £500,000 worth of silver, and in a telegram of the 4th instant he announced that the purchase of this amount had been completed. The coinage of these purchases is proceeding with all possible speed.

3. The Government, while fully recognising the seriousness of the recent situation, feel that some caution is necessary in dealing with it by the continuous coinage of rupees ; but they will make every effort to keep the supply sufficient to meet all real requirements, and as far as lies in their power will prevent the recurrence of those difficulties which form the subject of your letter.

4. In this effort they feel that they have the right to rely on the hearty co-operation of the mercantile community. The execution of the important measures of currency reform, which have been adopted on the advice of the representatives of commercial as well as of other interests, necessarily presents many practical difficulties, which your Chamber will be specially able to appreciate. The reformed currency system will not work with perfect smoothness till experience of its operation from day to day has shown what these difficulties will be, and how they can best be met. In the initial stages there must unavoidably be some inconvenience and even strain. The Government confidently expect that the mercantile community, who with themselves are so deeply interested in the success of the measures recently adopted, will give their hearty co-operation in meeting and smoothing over such difficulties as may unavoidably arise.

No. 711-1900.

DATED CALCUTTA, 17th May 1900.

From the SECRETARY, CHAMBER of COMMERCE, Bengal, to the SECRETARY, GOVERNMENT of INDIA, Finance and Commerce Department.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 2296A, of 10th May 1900, replying to my letter No. 635, of 28th April 1900, and to convey to you the thanks of the Committee for the very full manner in which you have dealt with the representation made to you in connection with the question of the scarcity of silver coins available for public demands. The Committee trust that the steps which are being taken by the Government of India, as indicated in your letter under reply, will result in placing the Rupee Currency in a satisfactory position to meet public requirements, and they note with satisfaction that Government will make every effort to keep the supply sufficient for this purpose, and, as far as lies in their power, to prevent a recurrence of the difficulties to which attention was called in my letter above referred to. As previously stated, the Committee feel sure that this important matter will receive full and serious consideration at the hands of Government.

BENGAL CHAMBER of COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 30th October 1900.

No. 1306-1900.

From the SECRETARY, CHAMBER of COMMERCE, Bengal, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—In continuation of the correspondence ending with my letter No. 793-1900 of 7th June 1900, I am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the important question of the adequacy, or otherwise, of the rupee coinage for trade requirements. The Committee have the less hesitation in again drawing attention to this question as, in your letter No. 2296-A., dated Simla, the 10th May 1900, you were good enough to state that the Government of

India "welcome the information and suggestions which the Chamber, as representing the merchantile community, are in a position to offer." In this letter it was further stated that the Government of India would make every effort to keep the supply of silver coins sufficient to meet all real requirements.

2. The Committee of the Chamber have noticed with considerable concern, from the periodical statements of the Department of Indian Paper Currency, that the silver reserve instead of increasing has for some time back, until recently, again been diminishing, a fact which appears to prove that the supply of rupees has not kept pace with trade requirements, and which is somewhat disquieting in view of the near approach of the busy season.

3. The Committee respectfully venture to recommend to Government the desirability of maintaining the rupee portion of the Paper Currency Reserve at an amount that will not only satisfy the public that the convertibility of notes into the coin in current use will be assured beyond quesion, but will also enable the Currency Department to grant importers of fresh currency and inland remitters the facilities they have been accustomed to receive from that Department. When the operation of the Gold Note Act was suspended in January 1900 under the direction of the Secretary of State, the reason given for this step was that the amount of rupees in the Currency Reserve would not permit of the operation of the Act being continued for the time. At that period, the amount of rupees in the Paper Currency Reserve was rather over 7 crores against a note circulation of 26 crores, and this was apparently thought to be a dangerously low point. The amount of silver coins in the Paper Currency Reserve on the 22nd October 1900, according to the statement issued by the Head Commissioner of Paper Currency, was only a little over 5 crores against a note circulation of over 28¼ crores.

4. The Committee would point out that for all practical purposes so far as the financing of the crops in the interior is concerned, gold and notes are valueless and that it is only actual rupees that can be depended on in this direction for some time to come.

5. The Committee also desire respectfully to record their opnion that the amount of gold held in the Currency Reserve should not be higher than what is considered absolutely necessary to maintain the gold standard. Whenever the gold received by Government exceeds this amount, they would suggest the advisability of immediately purchasing silver for the

coinage of rupees, and that as the special reserve increases, the gold held in the Paper Currency Reserve might be diminished and the rupee portion of the reserve enlarged.

6. The Committee further consider that under no circumstances should the profit of 52·53 per cent. on the purchase and coinage of silver be treated as revenue, but that it should be held as a special reserve to enable Government to maintain its gold standard when circumstances make it necessary to do so. Although it is probable that gold will continue to flow to India for some time, it is possible that a time may come when Government will find itself compelled to take steps to protect its gold reserve.

7. The Committee would further point out that during the ten years before the closing of the mints, *viz.*, 1884 to 1893, the average amount of silver rupees coined annually was 798 lakhs, and the average annual exports for the same period were 96 crores excluding treasure. In 1899-1900, a year of famine and plague, exports increased to 117 crores.

8. The Committee consider it of the utmost importance that Government should take into consideration not only the steady expansion of trade, but also the fact that year by year a larger proportion of rupees is actually absorbed by the poorer population and does not come back into commercial centres. It has been suggested, the Committee believe, that Government anticipate receiving a large amount of rupees back from the famine districts. They fear that too sanguine a view has been taken with regard to this point as nearly all the gold belonging to the poorer classes has during the famine years been melted down and left the districts either by passing into the mints or being exported from the country. It will necessarily be many years before this gold will again find its way back to the people, and it follows that silver will in the meantime take the place of that metal. There is the further consideration that the rupees disbursed by Government in the famine districts are chiefly paid to importers of food grains and are consequently not likely to remain unemployed in their hands, having in all probability already found their way to those districts from which the food grains were imported.

9. Looking forward to the next six or eight months, the prices of export produce, such as wheat, seeds, jute, cotton, &c., are almost certain to remain at a very high level, and the crops will therefore require a larger amount of rupees to finance them. A rough estimate may be formed of the probable demand for, or absorption of rupees, by taking the amount

of rupees displaced by gold in the Paper Currency Reserve and adding the new rupees coined during the period from the first tender of gold to the present time.

10. The Committee would respectfully venture to express the opinion that with the present volume of the note circulation, the amount of rupees in the Paper Currency Reserve should not be allowed to fall below twelve crores, and, in conclusion, they would draw special attention to the fact that in addition to the Currency Reserve being at a dangerously low point, the actual cash balances of Government are also at a very low ebb.—I have, &c.,

W. PARSONS, Secretary.

APPENDIX W.

CIRCULATION OF CURRENCY NOTES.

No. 5426-A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS and FINANCE.
Paper Currency.

SIMLA, the 26th October 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to address you on the subject of the circulation of currency notes.

2. The Government Paper Currency was established in 1862, replacing the notes of the Presidency Banks, the circulation of which was practically restricted to the presidency towns. The average circulation in the following year was 519 lakhs, a figure which was doubled in 1871-72, trebled in 1887-88 and quadrupled in 1890-91. A steady development has since been maintained as will appear from the two following tables which give details of the note circulation for each year of the last decade :—

I.—Statement showing in lakhs the gross circulation of paper currency for all India.

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.*
Average.....	22,89	25,41	27,10	28,32	31,11	29,28	25,98	24,24	25,63	27,95	29,23
Maximum....	27,66	27,04	29,06	30,52	32,35	32,43	29·59	24,76	28,20	29,27	30,78
Minimum.....	17,42	22,62	23,96	24,92	29,50	25,94	23,58	22,86	23,25	26,26	27,90

* Five months only.

II—Statement showing in lakhs the circulation of paper currency excluding amounts held by the Government Reserve Treasuries and by the Presidency Banks at their head offices.

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.*
Average	15,40	18,16	21,04	19,23	20,21	22,11	21,40	20,35	20,79	23,09	23,42
Maximum....	17,62	19,39	22,40	20,84	22,15	23,04	22,38	21,20	22,49	24,41	23,85
Minimum	13,66	17,28	18,72	18,24	18,64	20,33	20,57	19,44	19,43	21,94	22,85

3. During this period of nearly forty years the statutory conditions under which notes have been issued have remained substantially unchanged. The number of circles and sub-circles has been altered, the original number being three and the present number eight. But the office of issue (in the case of notes issued from the four principle offices*) and the office of issue or the corresponding principal office (in the case of notes of the four sub-circles†) are still as in 1862 the only places at which cash can be legally demanded for notes.

*Calcutta.
Madras.
Bombay.
Rangoon.
†Allahabad.
Lahore.
Karachi.
Calicut.

4. The orders regarding the encashment of notes at treasuries are:

"Although no person has a legal claim to obtain cash for a note presented at a Government treasury, Government desires that this accommodation be given when convenient. Accordingly, whenever, the treasury officer is satisfied that no inconvenience can be caused to the treasury by the encashment of any notes likely to be presented, a placard in English and the vernacular notifying that he is prepared to give cash for notes should be exhibited in some conspicuous place. Care should be taken that no corrupt or undue preference be shown to any individual."

The following table shows the extent to which these facilities were offered in the last financial year.

* Five months only.

Statement showing the number of treasuries in India open during 1899-1900 *for encashment of currency notes.*

——	Treasuries which were able to cash notes at all times throughout the year.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.	TOTAL.
Provinces under Comptroller, India Treasuries.	4	1	2	7
Bengal	44	...	1	45
North-Western Provinces.	29	15	2	46
Madras	15	6	2	23
Bombay	21	2	1	24
Burma	16	16	...	32
Assam	4	6	3	13
Central Provinces	...	18	...	18
Punjab	23	7	...	30
Hyderabad Assigned Districts.....	...	...	6	6
Total India.....	156	71	17	244

But a purely optional concession of this kind is liable to be withdrawn at the moment when its continuance is most needed for the purposes of trade.

5. Under these conditions the gross note circulation has now reached an amount which probably represents about one-fourth of the circulation of coined money, and it is still increasing. While the Government of India feel that this is a result which may be viewed with great satisfaction, they are impressed with the great advantage of a more rapid development. If the general public would accept notes with something approaching to their readiness to accept silver, many existing inconveniences would be obviated ; a larger stock of gold or invested securities

could be held in the currency reserve without difficulty, and the remittances of coin from one treasury to another would be diminished with a saving of expense and inconvenience. The advantages to trade of a fully developed note circulation are too obvious to require enumeration. It is a feeling that the existing conditions do not perhaps offer adequate facilities to the public which prompts the Government of India to raise this question. The present time is not opportune for immediate action. It may be taken that no greater facilities for cashing notes than at present could be given from the currency reserve without reducing the invested portion thereof, a step which the Government could not contemplate. Consequently any measure likely to be effective is almost certain to involve an additional call on the cash balances ; and there is no hope in the early future of the cash balances being sufficient to admit of the Government throwing on them voluntarily an additional strain. But the increased confidence in the Government's note issue, of which an increased circulation would be the proof, would of itself effect a reduction in the proportionate demand for cash and might ultimately render it possible to carry on the administration with a smaller cash balance than is now found requisite. And to secure this result and the other advantages the Government may at some future time find themselves in a more favourable position than now in regard to available cash resources. The Government of India therefore think that the question now raised may suitably be discussed to prepare the way for action in case it should become praticable.

6. The measures suggested for the consideration of the Government of India are :—

(*a*) that the notes of all circles should be made legal tender throughout India instead of the notes of each circle being legal tender only within the limits of the circle, as at present ;

(*b*) that Government should undertake to cash the notes of any circle at Calcutta, Madras or Bombay ;

(*c*) that Government should experimentally undertake to cash the notes of one principal circle (say Calcutta) at all the treasuries in the province forming the circle (say Bengal);

(*d*) that Government should make some moderate addition to the number of places at which cash can be demanded for notes, *e g.*, by undertaking to cash notes of the Calcutta and Alla

habad circles at Calcutta, Allahabad, Cawnpore and Patna (or Benares) and those of the Lahore Circle at Calcutta Lahore and Delhi.

7. The only objection to the first of these measures is that creditors might object to be compelled to receive notes for which they have not the right to demand cash at some centre not very far distant. I am to inquire what weight it is considered should be attached to this condition.

8. The second of these measures would involve the Government in a somewhat serious responsibility, and though it might be useful to trade under certain circumstances it is doubtful how far it would effect a permanant substitution of notes for coin, maintained throughout the twelve months. It would not appreciably affect the smaller trading classes whose operations and trade connections are confined within a limited area.

9. Their needs would be met by the third proposal if the proposed concession was extended to its natural conclusion of encashment of the notes of evey circle at every treasury in India. It would mean in fact the abolition of the circle system and the acceptance in its place of an obligation which it is hardly conceivable that the Government could safely undertake. If the experiment is not to be finally extended it is doubtful if it is worth making at all, for the proposal is of a kind which admits of no permanent middle course. It must either, after trial, be extended to all India or discontinued entirely. On the other hand the results of the experiment would have a certain value as indicating the extent to which the popularity of currency notes in this country is restricted by the existing limitations on encashment.

10. The fourth suggested modification though less radical is more practicable. It involves the minimum of risk in the first instance with the possibility of extension. But it is a question whether any extension, which did not completely alter the character of the measure by assimilating it to that last considered, would have any real effect in increasing the popularity of notes.

11. The Government of India will be glad to be favoured with any suggestions which the Chamber may have to make on this question of popularizing the use of currency notes. The proposals set forth and briefly examined above are not meant to be exhaustive. The subject

is one which admits of much difference of opinion and has not for many years been publicly discussed, and, while bound to retain an absolute freedom of action in the matter, the Government of India do not wish to place restrictions on the scope of the discussion.—I have, &c.,

W. B. WINGATE, Under-Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 30th November 1900.

The UNDER-SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 5426A, dated 26th October 1900, regarding suggested measures designed to popularise the use of Currency Notes.

2. My Committee believe it will be well to discuss *seriatim* and independently the four possible measures in question as set forth in para. 6 of the letter under reply.

3. Regarding (*a*) in which it was suggested that notes of all circles might be made legal tender generally throughout India, the Committee are of opinion that great weight is to be attached to the objection suggested by Government in para. 7, especially if notes of large denomination were made general legal tender without being generally encashable. They believe, however, that if notes of denominations not exceeding ten rupees were made general legal tender the objection would be less, as it would usually be possible to use such notes on the spot, and that such extension of the currency of Rs. 5 and Rs. 10 notes would popularise their use.

4. Regarding (*b*) "that Government should undertake to cash the notes of any circle at Calcutta, Madras or Bombay," the Committee are of opinion that the carrying out of such an undertaking would afford considerable facility to trade and would tend to popularise the use of notes. But they would point out that the facilities referred to would be applicable only to transfers of money to Calcutta, Bombay and Madras, or to

payments made to one of those centres for goods going up-country therefrom, but would be of no assistance to export traders who had sent down goods to these ports from outlying places.

5. Regarding (*c*) "that Government should experimentally undertake to cash the notes of one principal circle (say Calcutta) at all treasuries in the province forming the circle (say Bengal)," the Committee recognise that if this proposal were made applicable to large notes it could not be entertained by Government; but they believe that the measure might with safety be instituted in respect of notes of denominations not exceeding Rs. 10.

6. Regarding (*d*) my Committee approve of the suggestion "that Government should make some moderate addition to the number of places at which cash can be demanded for notes, *e.g.*, by undertaking to cash notes of the Calcutta and Allahabad circles at Calcutta, Allahabad, Cawnpore and Patna (or Benares) and those of the Lahore circle at Calcutta, Lahore and Delhi."

7. In conclusion, my Committee desire to submit that to effect any great and constant expansion of the net circulation of notes, it is necessary to touch, not so much the mercantile classes, as the great masses of the poorer people. Any such expansion therefore must, in the opinion of the Committee, be effected in notes of denominations not exceeding Rs. 10; and owing to the comparative inconvenience and cost of making large remittances in such small notes, the Government might, with perfect safety, institute in respect of such small notes a combination of the measures (*a*) and (*c*) under which the man of the working classes, on whom the desired expansion really depends, may be able to pay his debts in any such notes throughout India or, should he so desire, to encash them at the nearest treasury.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL PATON, Secretary.

APPENDIX X.

TREASURY BALANCES.

No. 30, DATED CALCUTTA, 2nd February, 1899.

From the GOVERNMENT of INDIA, to the SECRETARY of STATE for INDIA.

We have the honour to submit, for Your Lordship's consideration, the following papers relating to the use of the Government Balances in aid of banking resources in India :

1. Report by the Finance Sub-Committee to the Committee of the Bengal Chamber of Commerce on a proposal to make a representation to Government with the view of altering the present system of managing the Treasuary Balances so as to allow of funds being placed more freely at the disposal of the public during the busy season of each year.

2. Note by the Honourable Sir James Westland, K.C.S.I., on the management of the Government Balances.

3. Proceedings of an interview on the 11th January 1899 between a deputation from the Committee of the Chamber and the Honourable Sir James Westland, K.C.S.I., on the question of the management of Government Cash Balances.

2. The whole question is sufficiently discussed in these papers and in the papers therein referred to as having been published in the *Gazette of India* of February 23, 1889 ; and the proposal we would make to Your Lordship is that during the months of January to May of each year, when large sums are withdrawn from the public in payment of Government revenue, it may be recognized as part of the ordinary business of management of the Treasury Balances to lend money to the Presidency Banks at one per cent. less than the declared minimum rate of discount of the borrowing Bank. It is not our wish, and it might prove embarrassing in our own business, to give the Banks an open credit upon which they may operate or not as they please ; but the kind of transaction admissible would be that the Banks might obtain, on the security of Government

paper, loans, not less than ten lakhs of rupees on each occasion, repayable after a fixed period of one, two or three months, but in no case later than May 31, by which date we should again be in command of our own funds under ordinary conditions. We would not pledge ourselves to be always ready to lend and it must be always remembered that, in the management of the public funds, the requirements of the public administration come before those of trade and commerce; but under ordinary circumstances we consider we could without difficulty spare 1½ crores of rupees during the months in question.

3. These arrangements would come within the meaning of the despatch No. 225, dated 6th May 1875, of Your Lordship's predecessor (see especially paragraph 17), but we consider it desirable to resubmit the case now, as it is mixed up with matters that are at present under the consideration of the Currency Commission.

4. It will be observed that the President of the Bengal Chamber of Commerce, at the Conference of January 11, expressed the opinion that advances of the kind would not be required until the Bank rate threatened to exceed 10 per cent. We would not consider it necessary to prescribe a condition of the kind, but we believe it is the case that it would not pay the Presidency Banks to take loans on the above terms unless the rate for money approached that figure and threatened to remain very high for some time.

5. We cannot say that the proposed facility for borrowing money in India would not in any way interfere with Your Lordship's Council Bill operations. But as the proposed loans would be only temporary, and the money would have to be returned to the Reserve Treasury by an early date, the effect would not be a permanent one. Though it might operate to slightly diminish the demand in January and February, it would, in the same measure, increase it in April and May. On the other hand, it is to the advantage both of trade generally and, through trade, of the demand for Council Bills that the rates of discount should not be so high as they have been during the last two cold weathers: and we believe that, so far as Council Bill operations are concerned, we may count upon obtaining quite as much advantage in this way as there may be disadvantage in meeting, in the manner proposed, part of the demand for money during the active season of foreign trade in India.

No. 87 (Financial), dated London, 4th May 1899.

From the SECRETARY of STATE for INDIA, to the GOVERNMENT of INDIA.

I have considered in Council your Excellency's letter, dated the 2nd of February, No. 30, on the subject of the use of the Government balances in aid of banking resources in India.

2. The question was raised by the report of the Finance Sub-Committee of the Bengal Chamber of Commerce, in which it was stated to have "been the impression for years that the Government have been sparing of their deposits with the Presidency Banks during the seasons of greatest pressure, with the object of stimulating exchange, and lavish with their deposits in the monsoon months, when easy money has helped them to issue new loans."

3. In the note which Sir James Westland wrote in reply he observed that the Government had more than once had occasion explicitly to deny that they had systematically pursued a policy to create stringency, and he said that there had been no manipulation of the balances to affect the rate of exchange. In order to test how far there was any ground for such a belief, I have caused the cash balances to be examined from the time when the Reserve Treasury was instituted; and the following is the result:

Average Government Balances with the Presidency Banks or in the District Treasuries, but excluding the Reserve Treasury, (in lakhs) on the last day of each month.

Years.	Busy season, January to May.			Slack season, June to December.		
	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.
5 years, 1878-82.	1,242	1,055	1,144	1,224	874	1,038
„ 1883-87.	1,220	1,020	1,100	1,128	835	952
„ 1888-92.	1,316	1,106	1,183	1,245	821	1,017
„ 1893-97.	1,431	1,194	1,231	1,274	855	1,062
Or						
6 years, 1893-98,	1,406	1,171	1,258	1,266	886	1,072

It will be observed that the amount in the hands of the Presidency Banks (including that in the district treasuries which is not shown separately) during the busy season is now usually much larger than formerly ; and, although the amount during the slack season has slightly increased, this may be fully explained by the failure to sell bills on India in some of the recent years. In the recently published report by the Comptroller-General on the state of the Cash Balances during 1897-98, it is pointed out that at the time of the greatest pressure the amounts in the hands of the Presidency Banks were kept at a fairly high level, the reduction being as far as possible effected at the Government treasuries. As to the supposed manipulation of the balances to facilitate the raising of loans, the figures are as follows :

	Maximum.	Minimum.	Mean.
Average of 14 years in which Loans were raised	1,276	854	1,069
Average of 7 years in which Loans were not raised	1,372	859	1,120

4. At the Conference which was held between Sir James Westland and a deputation from the Committee of the Bengal Chamber of Commerce, it was admitted that, as had been pointed out by Mr. Robert Steel in 1889 and Sir Alexander Wilson in 1890, when the subject of the management of the Government balances had been discussed in the Legislative Council, any sudden demand for money to meet the exigencies of the Government would fall more heavily on the Banks, if all the balances beyond a limited amount were placed in their hands; but it was suggested that the proportion of the funds at their disposal and of those retained in the Reserve Treasury might with advantage be altered.

5. In order to meet the wishes of the Committee of the Chamber as far as possible, your Excellency proposes that, during the months of January to May in each year, when large sums are withdrawn from the public in payment of Government revenue, it may be recognised as part of the ordinary business of management of the Treasury balances, to lend money to the Presidency Banks, in sums not less than 10 lakhs of rupees, at one per cent below the declared minimum rate of discount of the borrowing bank, which would be required to deposit Government paper as security, and to repay the money at a definite date, in no case later

than the 31st of May. For such purposes you consider that ordinarily you could spare a crore and-a-half of rupees without difficulty.

6. I am not sure that I understand the reasons why your Government solicit my sanction to such an arrangement. The management of the cash balances in India is entirely within your discretion. When it was proposed to institute a Reserve Treasury in order to guard against the risk of public inconvenience on the occurrence of an emergency, the Marquis of Salisbury, in his Despatch of the 6th of May 1875, No. 225, though not approving precisely of the suggestions laid before him, left the matter in the hands of the Government of India, observing that it would be competent for the Financial Department either to retain the money so reserved in the Treasury, "or to lend it for short terms under suitable conditions as to interest and security."

7. This expression seems so exactly to cover your proposal that I have to look further for the grounds on which it is made; and I presume that these are contained in the last paragraph of your letter, in which you observe, "We cannot say that the proposed facility for borrowing money in India would not in any way interfere with your Lordship's Council Bill operations." You think, however, that the transfer of part of the demand from the busy to the slack season of foreign trade would not operate disadvantageously, while it would tend to prevent the rate of discount in India from rising so high as in 1897 and 1898.

8. From this point of view it appears to me that the suggested course is open to considerable objection. The remittance to England, at a favourable rate of exchange, of the amount necessary for the discharge of your sterling obligations, is one of the principal points to be aimed at in the management of the balances; and it is therefore desirable to take the utmost advantage of the season when there is the greatest demand for bills on India. The postponement of a portion of the Government remittances might stimulate imports on private account; and it might very likely be found that, when the time arrived for calling in the money due to you, the balance of trade had been to some extent adjusted, and that there was no such necessity for remittances from India during the early summer as you had expected.

9. I think, further, that any general understanding of the nature proposed would have the effect of inducing the commercial community to rely even more than at present on the assistance of the Government, in-

stead of taking steps to enlarge the amount of loanable capital in the country, the scarcity of which seems to have been the chief cause of the high rates of discount in the year 1897-98.

10. In these circumstances, I am unable to approve of the proposal that you have laid before me. It is impossible to prescribe any specific amount which must be retained in the Reserve Treasury or be otherwise at the command of the Comptroller-General on short notice, in order to meet, not merely the disbursements of your Government in India, but also the probable amount of remittances to England; and it is essential that an adequate provision should be made for these purposes. Subject to this being maintained, I see no objection to your lending money to the Presidency Banks, on the security of Government paper, at such rate of interest from time to time and for such periods as you think best. I am inclined to think that the rate should, as a rule, be not below the bank rate.

APPENDIX Y.

COUNTERVAILING DUTIES ON SUGAR IMPORTED INTO INDIA.

CUSTOM CIRCULAR No. XV OF 1900.

RESOLUTION.—By the Government of India, FINANCE AND COMMERCE DEPARTMENT, No. 4295 S. R., dated the 24th August 1900.

RESOLUTION.—The papers * * * * relate to the grant of refunds of countervailing duties on Austrian sugar. As explained in the first of these papers, certain bounty-giving countries limit the total bounties paid in a single year to a fixed maximum amount ; consequently, when exports are very large, the exporters have sometimes to refund to their Government a portion of the bounties they first received, as the total amount paid them at the full nominal bounty rates is found to exceed the fixed maximum. These persons in their turn, or the persons by whom the sugar is imported into India, claim refunds of countervailing duties in India.

2. The Government of India have had under consideration the question whether the right to such refunds should be recognised, and if so, what procedure should be followed. The matter was referred to the Secretary of State in connection with the case of Austrian sugar, as information regarding the net amount of bounty paid on such sugar up to the 1st August 1899 was available, and His Lordship has agreed to the grant of refunds in this instance. The Governments of Madras, Bombay, Bengal and Burma were meanwhile asked to ascertain from the Collectors of Customs whether there would be any practical difficulty in making the refunds It appears from their replies that no serious difficulty is anticipated, though questions are likely to arise on certain minor points.

3. The Governor-General in Council has, therefore, been pleased to announce in the Notification in this Department No. 4293 S. R. of to-day's date that refunds shall be made to the importers concerned of the difference between the rates of additional duty actually charged on the different kinds of Austrian sugar imported into India which were shipped

from Austria-Hungary before the 1st August 1899, and the rates since ascertained to be chargeable thereon after making allowance for the maximum bounty paid by the Austrian Government, provided that they furnish, to the satisfaction of the Collector of Customs, to whom the duty was paid, evidence that the sugar was shipped before the 1st August 1899, and evidence regarding the rate and amount of duty paid by them.

4. His Excellency in Council does not consider it necessary to lay down specifically what evidence should be required, but leaves the matter to the discretion of Collectors of Customs, who should grant the refund whenever the claim appears to them to be reasonably established. Nor is it, in His Excellency's opinion, necessary at present to lay down any general rule prescribing that, to secure a refund in future, certificates countersigned by Consular Officers shall be obtained at the ports of shipment and produced when claims for refunds are presented. This question will be again considered when it is seen how far the refund system is to be extended and how the present orders work. If, however, any practical difficulty is felt in applying these orders, the questions involved should be reported to the Government of India either at once and separately if their special orders appear to be required, or later on in a report showing how the refund system is found to work. No difficulty can arise in connection with consignments of Austrian sugar which arrived in India before the 1st August 1899, or a few weeks later (since allowance must be made for the period occupied by the voyage). It is only as regards later arrivals that it may be difficult to decide whether the shipments were made from the Austrian port of export before the 1st August 1899. Such cases must be very few in number, and unless it can be shown to be clearly necessary, the Government are unwilling for the sake of removing all possible doubt in these few cases to impose conditions on the grant of refunds which would cause inconvenience in every case.

5. The Government of India do not undertake to make any arrangements for the protection of the interests of the exporters of sugar or the manufacturers from whom the Austrian Government has obtained a refund of the excess bounty originally paid. The only practicable course is to refund to the importer, that is to the person who paid the duty in India, the excess amount recovered from him, leaving the question of adjustment between the importers and other parties for private settlement.

6. No refunds will be made on sugar re-exported by sea to a foreign port, drawback on which has been calculated on the amount of duty paid at the time of import. No drawback is granted at the Indian port of

import on sugar despatched in bond to Kashmir. Refunds of excess duty should, therefore be given on Austrian Sugar sent to Kashmir in bond. The refunds should be made in ordinary course at the Indian port of import, and a claim should be preferred on the Kashmir State for the amounts of the refunds.

7. It has been suggested by the Chief Collector of Customs, Karachi, that the necessity for granting refunds would be obviated, if the duty recoverable in one year were based on the net rate paid by the exporting country in the previous year. This, however, is not practicable. The Government of India are bound as regards each year to levy ultimately only the bounty actually paid on sugar produced in that year.

BOMBAY CHAMBER OF COMMERCE, 17th October 1900.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have had under consideration the accompanying copy of Custom's Circular No. XV. issued by the Government of India, Department of Finance and Commerce, under date 24th August 1900, and their attention has been particularly drawn to para. 4 in regard to the payment in future of refund on account of excess countervailing duties collected on sugar imported from Austria-Hungary. It has been represented to the Chamber that owing to the undefined policy of Government there is a likelihood of trade being hampered on account of the uncertainty as to the parties to whom the refund will eventually be granted. Some merchants may be encouraged to speculate on future probable refunds, while others more mindful of their interests may suspend operations and so be driven out of the market by more speculative competitors.

2. In these circumstances it seems to the Committee that it would be well for Government to clearly state to whom the refund of excess-collected countervailing duty will be paid next year. Such a statement will tend to put all merchants and importers on an equal footing and so help to foster trade.

3. The Committee will be pleased if H. E. the Governor in Council will kindly represent the matter to the Government of India with a view to a statement to the effect suggested being published at the earliest possible date.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. 1078 of 1901.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 14th February 1901.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 17th October last, regarding refunds of excess countervailing duties on Austrian sugar, I am directed to forward for the information of the Chamber extract paragraphs 1 and 2 of a letter from the Government of India, No. S. R. 270, dated 14th January 1901.—I have, &c.

P. R. CADELL, Under-Secretary to Government.

Extract paragraphs 1 and 2 of the letter from the Government of India, No. S. R. 270, dated 14th January 1901.

"I am directed to acknowledge the receipt of your letter No. 7860, dated the 14th December 1900, forwarding for orders a letter from the Bombay Chamber of Commerce, dated the 17th October last, regarding refunds of excess countervailing duties on Austrian sugar.

"2. In reply I am to invite attention to paragraph 5 of the Resolution in this Department, No. 4295 – S. R., dated the 24th August 1900. It will be seen that the intention of the Government is to refund to the importer, that is, to the person who paid the duty in India, the excess amount recovered from him, leaving the question of adjustment between the importers and other parties for private settlement."

LIBRARY OF THE

APPENDIX Z.

LIGHTS IN THE RED SEA.

No. 1017—1900.

BENGAL CHAMBER OF COMMERCE.

ROYAL EXCHANGE BUILDING,

CALCUTTA, 30th July 1900.

BALFE POINT LIGHT ON PERIM ISLAND.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In connection with the agitation which has been in progress for some years for the more adequate lighting of the Red Sea, it was pointed out, as you are no doubt aware, that the Balfe Point Light on the Island of Perim was capable of improvement, and required to be given some distinctive character for the guidance of vessels of heavy draft passing through the wider passage of the Straits of Bab-el-Mandeb. This light is the property of the Perim Coal Company, Limited, but it is at the same time recognised by the Admiralty and advised by them to mariners as a guide to navigation. In view of its importance, the Committee of this Chamber suggested that if the fact of the light being private property was in any way an obstacle to its improvement, it should be acquired by the British Government and the necessary alteration carried out.

The Executive Council of the Chamber of Shipping of the United Kingdom have from the first evinced a considerable interest in this matter and in addition to placing themselves in communication with representatives of the Perim Coal Company in England, they also urged upon the Secretary of State for India the importance of improving the light and extending its range. From the copies of correspondence which are enclosed with this letter, it will be seen that the Government of India have expressed their willingness to bear a reasonable share of the cost of the desired improvements, but consider that the Imperial Treasury ought also to contribute, as the work would not be for the exclusive benefit of

India, but for the safety of navigation between this country and many other parts of the world. The Lords of the Treasury, however, found themselves unable to provide any funds for the purpose, and in May last the matter was remitted to the Government of India for further consideration.

As the Secretary of State for India is unable to hold out any hope that the Indian Government will consent to bear the whole of the necessary expenditure, the Committee are again addressing the Chamber of Shipping of the United Kingdom, asking them to approach the Imperial Government with a request that, as the Government of India are willing to bear a reasonable share of the cost, the remainder should be provided from the Imperial Treasury in the interests of British commerce generally with other parts of the world.

The Committee of Chamber feel that it would strengthen the position of the Chamber of Shipping of the United Kingdom in their action in this matter, if they received the support of the Indian Chambers generally; and I am to ask that, in the event of your Committee approving of the suggestion, you should address a letter on behalf of your Chamber in support of the request which is being made by this Chamber to the Chamber of Shipping of the United Kingdom, to the Secretary of this latter body, No. 5, Whittington Avenue, Leadenhall Street, E. C.—Yours &c.,

W. PARSONS, Secretary.

CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

5 WHITTINGTON AVENUE,
LEADENHALL ST., E. C., July 5th, 1900.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—Referring to my letter to you of the 8th ultimo, hereon, I now enclose, for your information, copy of letter which I addressed to the India Office on the 11th ultimo, and of their reply dated 3rd instant.

I submitted the correspondence (enclosed) to the Executive Council of this Chamber at their meeting yesterday when they instructed me to forward the enclosed copies of it to you and to state that before they again addressed the India Office upon the subject, they would be glad to be favoured with any observations which your Chamber may desire to make upon the letter of the India Office of the 3rd instant.—I am, &c.,

W. H. COOKE, Secretary.

CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

5, WHITTINGTON AVENUE,

LEADENHALL ST., E. C., June 11th, 1900.

The Right Hon'ble LORD GEORGE HAMILTON, M. P., Her Majesty's Secretary of State for India, &c., &c., &c.

MY LORD,—I am directed by the Executive Council of this Chamber to inform your Lordship that the subject of the necessity of the improvement of the Balfe Point Light on the island of Perim has been carefully considered by them.

The light in question is the private property of the Perim Coal Company and my Council have been in communication with that Company to ascertain whether they would be disposed to improve it inasmuch as the light, as it exists at present, does not meet the requirements of Navigation in the Straits of Bab-el-Mandeb. The reply of the Perim Coal Company is that they do not feel inclined to spend any further money on making the light more useful to the general public. The light they contend, suits the purpose for which it was erected, *i.e.*, with the object of enabling vessels which wish to replenish their coal bunkers at Perim from the stores of the Perim Coal Company to be able to do so with safety.

My Council are informed by practical navigators acquainted with the spot, that if the Balfe Point Light were made to have a range of 15 miles instead of 5 miles, which it has at present, that is all which is necessary to be done. In a clear moon-light the present light, they are further informed, cannot be seen any distance off.

My Council are of opinion that it is unreasonable to expect a private Company like the Perim Coal Company, to improve the light for the public benefit at their own expense and they would therefore, respectfully urge upon your Lordship that the Government of India should either acquire the light and carry out the necessary alterations or that they should at once enter into negotiations with the Perim Coal Company with the object of indemnifying that Company for the reasonable expenses which they may incur in carrying out the necessary improvements as above set forth.—I have, &c.,

W. H. COOKE, Secretary.

INDIA OFFICE,

WHITEHALL, LONDON, S. W., 3rd July 1900.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, 5, Whittington Avenue, Leadenhall Street, E. C.

SIR,—I am directed by the Secretary of State for India to acknowledge the receipt of your letter dated the 11th June 1900, urging that the Light on Balfe Point, Perim Island, should be improved so as to be visible from a distance of 15 instead of 5 miles.

In reply I am directed to state that the improvement of the Perim Island Light has been for some time under discussion.

The Government of India stated their willingness to bear a reasonable share of the cost of the desired improvements, but considered that the Imperial Treasury ought to contribute, since the work will not be for the exclusive benefit of India, but for the safety of navigation between this country and many parts of the world with which India has no concern. The Lords of the Treasury, however, found themselves unable to provide any funds for the purpose, and in May last the matter was remitted to the Government of India for further consideration.

A copy of your letter will now be forwarded to India, but the Secretary of State in Council is unable to hold out any hope that the Indian Government will consent to bear the whole of the requisite expenditure.—I am, &c.

A. GODLEY.

BOMBAY CHAMBER OF COMMERCE, 9th August 1900.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, London.

DEAR SIR,—The Committee of the Bombay Chamber of Commerce have been favoured by the Bengal Chamber with copies of correspondence that has recently passed between the Chamber of Shipping of the United Kingdom and the Secretary of State for India, in which it is urged that the Balfe Point Light on Perim Island should be improved so as to be visible from a distance of 15 instead of 5 miles,

2. The question of extra lights in the Red Sea has had the attention of the Bombay Chamber for many years and has frequently been the subject of representations to Government. In reverting to the matter in April 1899, my Committee brought to notice the light on Balfe Point and suggested that it should be improved and given some distinctive character to render it more useful to vessels of heavy draft passing the large Straits of Bab-el-Mandeb. In the reply received from the Government of India it was stated that: "the Balfe Point Light on the Island of Perim is a small one, with a four-mile arc of visibility put up by the Perim Coal Company to assist vessels to find their way into the harbour for coaling purposes. It is not required for the general trade passing through the Straits, and the Government are not under any call to relieve the Company of the cost of efficiently maintaining it." The Committee of the Bombay Chamber direct me to state for the information and guidance of your Board that they do not agree with the statement that the light in question "is not required for the general trade passing through the Straits," as enquiries instituted by them go to show that this Light is recognised by the Admiralty and advised by them to mariners generally as a guide to navigation.

3. From correspondence recently submitted to this Chamber, my Committee are pleased to see that the Government of India on further representations being made to them, and on re-consideration of the matter, have expressed their willingness to bear a reasonable share of the cost of improving the Balfe Point Light, but consider that the Imperial Treasury ought also to contribute, as the work would not be for the exclusive benefit of India, but for the safety of navigation between this country and many other parts of the world. It seems, however, that the Lords of the Treasury have found themselves unable to provide any funds for the purpose.

4. As the Secretary of State for India is unable to hold out any hope that the Indian Government will consent to bear the whole of the necessary expenditure, my Committee

trust you will again approach the Imperial Government with a request that as the Government of India are willing to bear a reasonable share of the cost, the remainder should be provided from the Imperial Treasury, and they would also be glad if you would impress upon the Home Authorities the urgent necessity of improving the light in question in the interests of British commerce generally with other parts of the world. And I am to add that any action taken by your Board with a view of improving the Balfe Point Light will be much appreciated by my Committee and the members of the Bombay Chamber of Commerce generally.—I am, &c.,

C. J. MICHAEL, Asst. Secretary.

No. 288-G of 1900.

MARINE DEPARTMENT,

BOMBAY CASTLE, 22nd September 1900.

From the SECRETARY to GOVERNMENT, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with my letter No. 123,* dated 27th June 1899, regarding the lighting of the Red Sea, I am directed to state for the information of the Chamber of Commerce, Bombay, that the Government of India have received information through the Home Government that the Ottoman Government have begun the construction of four lights, and that it is understood that these lights will be set up at Mocha, Abu Ail, Zabeyr and Jebel Teir.—I have, &c.,

J. DEC. AITKINS, Secretary to Government.

---

* See page 294 Chamber's Report for 1899.

APPENDIX AA.

HAJAMRI BEACON.

No. 155-G OF 1900.

MARINE DEPARTMENT,
BOMBAY CASTLE, 13th June 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a memorandum* from the Commissioner in Sind, and of its enclosures regarding the replacement of the Hajamri Beacon near the mouth of the river Indus, and to request that, after consulting the commanders of vessels and such other persons as the Chamber may deem fit, Government may be favoured with their opinion whether the beacon is of sufficient importance to render its replacement necessary in the interests of the shipping, and, if so, whether the less expensive of the two proposals referred to in paragraph 3 of the Commissioner's memorandum would meet requirements.—I have, &c.,

*No. 983, dated the 17th May 1900.

ALEX. R. KING, for Secretary to Government.

No. 252 of 1900.

KARACHI, PORT TRUST.
DATED MANORA, 7th March 1900.

From the PORT ENGINEER, Karachi to the PORT OFFICER, Karachi.

SIR,—In reply to your letter No. 281, dated 27th ultimo, forwarding the accompanying memorandum No. 316, dated 14th idem, from the Commissioner in Sind, and with reference to the report therein called for, as to the condition of the Beacon at the Hajamri, I have the honour to

state, that the original Beacon was erected in 1891, but was washed down last year by the action of the sea, and the top spar only, from the relics, has been erected and stands about 38 feet high and one mile about further inland and three miles south of the original Beacon.

2. The spar is a temporary make-shift and is let into the sand, a depth of about five feet, without any stone foundation.

3. The site was inspected on the 9th December last by the sub-Engineer.

4. It will take about 4 months or one fair season to erect a Beacon of similar construction, as the original one utilizing as far as possible, the remains of the old Beacon.

5. The approximate cost will be about Rs 6,000 but the detailed plan and estimate will be shortly prepared.

6. The destruction of the late Beacon was due to the encroachment of the sea and not from the delta advancing, as this is not found to take place in the neighbourhood of the Beacon.

7. The present spar Beacon, if founded with stone masonry and held with guys, will serve the purpose for country crafts using the creeks.

8. There is no permanent site available for a Beacon as the ground is low and within encroaching distance of the sea and any Beacon erected may, within the course of a few years, be again dismantled by the effect of the monsoon sea.

9. It will, therefore, be better to make a pukka job of the present spar Beacon by founding it on a stone foundation with properly adjusted guys in its present position, at a cost of about Rs. 700.—I have, &c.,

EDWARD JACKSON, M.I.C.E., Port Engineer, Karachi.

No. 983 of 1900.

MARINE DEPARTMENT,
COMMISSIONER'S OFFICE,
KARACHI, 17th May 1900.

To the SECRETARY to GOVERNMENT, Public Works Department, Bombay.

MEMORANDUM.—The Commissioner in Sind has the honour to bring to the notice of Government that the Hajamri Beacon, an ancient land mark, probably 50 years old, which used to be 95 feet high and was visible for 25 miles (which is included amongst the 14 beacons, the preservation of which was sanctioned in Government Resolution No. 107A.-I-732, dated

16th May 1899), was in January last found to have collapsed owing to the action of the sea. A temporary beacon consisting of a single spar, 38 feet high, has been erected about 1 mile inland and 3 miles south of the original beacon site, and the fact has been intimated in the "Notice to Mariners" referred to in Government Resolution No. 73, dated 9th April 1900.

2. The Port officer, Karachi, was in the meantime consulted as to the necessity of re-erecting the beacon. The Commissioner considered that it would involve a serious responsibility in letting so well-known a landmark, which the Commissioner has constantly known the commanders of vessels to look out for, remain in ruin, unless it was clearly demonstrated that the beacon was not required by sea-going vessels. The Port officer was asked to consult the shipping firms in Karachi and the masters of the mercantile marine in port at the time, on the subject. In reply the Post officer reported that "the Hajamri Beacon is of no use to sea-going ships, the only vessels it may serve are the coasting vessels of Messrs. Shepherd and Company, the British India Steam Navigation Company; and Native craft," and he at the same time attached letters, expressing the views of the abovenamed companies and also one from the Karachi Chamber of Commerce, stating that the Beacon "is a most valuable one in connection with the coasting traffic, and its abolition, therefore, is not desirable."

3. The Commissioner begs to attach copy of a letter from the Port Engineer, Karachi, No. 252, dated 7th March 1900, from which it will be seen that it will cost about Rs. 6,000 to erect a Beacon similar to the original one, whilst it will be possible to make the present spar beacon permanent by founding it on a stone foundation at a cost of about 700, (*vide* plan and estimate attached (return requested).

4. The Commissioner must, therefore, leave it to the Hon'ble Board to decide which of the two proposals—the one tending apparently to greater public convenience, and the other to economy—should be adopted. The Port Engineer has reported that he cannot undertake any work in connection with the beacon until after the monsoon, owing to the rough and very unsettled state of the sea, and the Commissioner hopes that the orders of Government will be received in time to admit of a commencement of work immediately after the monsoon.

5. The Commissioner ventures to suggest that the opinion of the Director of the Royal Indian Marine and of shipping authorities in Bombay should be asked for. It may very likely be the case that the time has

past when the beacon was useful to square rigged vessels. In times like the early days of the British connection with Sind, when troops for the first Afghan war and later were conveyed to the mouth of the Indus, the beacon would be most useful, because it is well known that the banks of the Indus are most unsafe and difficult to navigation, and every one keeps as far off them as he can. But a good many coasting craft still come to the Hajamri and Kori mouths of the Indus, and whenever the sirganda salt fields are exploited, steamers will go to the latter. The beacon is as well known on the coast as the Eddystone Light-house off the south coast of England and the Commissioner does not feel quite satisfied that the country craft do not need it or would not be safer with it in existence. Its usefulness would be greatly increased were a lamp hung from it at night, when he understands that the commanders of coasting steamers would value it. The Commissioner is endeavouring to find out the views of the local country craft, and will send in a further report to Government. But, meanwhile, he ventures to think that the views of commercial and shipping authorities in Bombay should be ascertained.

H. E. M. JAMES, Commissioner in Sind.

No. 178-G. of 1900.

MARINE DEPARTMENT,
BOMBAY CASTLE, 29th June 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 155-G., dated 13th June 1900, I am directed to forward the accompanying plan and estimate for erecting a spar beacon at the Hajamri mouth of the river Indus, referred to in paragraph 3 of the memorandum from the Commissioner in Sind, No. 983, dated 17th May 1900, copy of which was forwarded with the letter quoted above.

2. I am to request that the plan and estimate may be returned with the reply of the Chamber to the letter referred to.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 6th July 1900.

The SECRETARY to GOVERNMENT, Marine Deparment, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letters Nos. 155-G and 178-G of the 13th and 29th June 1900, regarding the replacement of the Hajamri Beacon near the mouth of the river Indus.

The papers have been circulated among certain agents and owners of the steam-ship companies in Bombay and I am to say that the majority whilst admitting that the Hajamri Beacon is of little use to their steamers, favour the less expensive of the two proposals referred to in paragraph 3 of the memorandum (No. 983, dated 17th May 1900) from the Commissioner of Sind—namely, that the present spar Beacon be made permanent by founding it on a stone foundation at a cost of about Rs. 700.

I am, however, to say that, as parties trading in country craft are the most interested in the proposals now before Government it would be well, before final orders are passed, to obtain their views in the matter also.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX BB.

CONDITION OF THE WHANGPOO RIVER AND OF THE WOOSUNG BAR.

No. 77-G OF 1900.

MARINE DEPARTMENT,

BOMBAY CASTLE, 24th March, 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2-G dated the 5th January 1900, I am directed to state that the Government of India have intimated that it appears from a despatch received from the Secretary of State that the scheme for establishing a Conservancy Board at Shanghai is receiving the support of Her Majesty's Government.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

APPENDIX CC.

LATE DELIVERY OF PIECE-GOODS.

CHAMBER OF COMMERCE,
MANCHESTER, 16th February, 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your letter of 13th January, with reference to the late delivery of piece-goods and yarns has been referred by the Board of Directors to the India, China and Colonial Committee, which will consider its contents without delay.

As soon as the report of the Committee has been dealt with by the Board, a further reply will be sent to you.—Yours, &c.,

ELIJAH HELM, Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 9th March, 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Since the despatch of the letter of acknowledgment addressed to you on February 16th, the India, China and Colonial Committee, and the Board of Directors of this Chamber have carefully considered the question of late deliveries of piece-goods and yarns to which its attention was drawn in your communication of 13th January.

The Chamber is fully conscious of the importance of the subject, and it has endeavoured to bring clearly before the merchants and manufacturers of this city and district, the serious evils arising from delays in delivery and to urge the necessity of a stricter adherence to the terms of contracts in respect of deliveries. Your Chamber is aware that the risk of occasional and unforeseen delays is unavoidable, such as those caused by breakdown of machinery, strikes of workpeople, fires, epidemics, and other accidental occurrences in the spinning, weaving, bleaching, dyeing and printing of cotton goods. But there appears to be no doubt that irregu-

larities in delivery have, of late, been unusually numerous, especially in the case of manufacturers who do not spin the yarns they use, and are dependent upon the punctual supply of yarns bought from spinners.

I enclose, for the information of the Bombay Chamber, a copy of correspondence upon this subject, which has passed between the Manchester and Blackburn Chambers, dealing especially with the last-named aspect of it. It will be noticed that this Chamber urges the adoption and more exact observance of terms and conditions of delivery in all contracts between manufacturers and spinners, as well as between merchants and manufacturers. The Chamber also recommends, as a simple method of ensuring the punctual execution of such contracts, the insertion of a clause providing for the reference of disputes to the adjudication of the Tribunal of Arbitration of this Chamber which has, for many years, been the means of satisfactorily settling similar differences.

I am desired by the Board of Directors to inquire whether, in the event of this recommendation being adopted here, merchants in Bombay could arrange to have the same clause inserted in indents from, or contracts with, their buyers. A copy of the rules of the Tribunal of Arbitration is enclosed herein.

I am to add that in addition to the steps already taken to call attention to the irregularities in question, this Chamber will do everything in its power to promote all measures calculated to assist in removing the evils complained of.—I am, &c.,

ELIJAH HELM, Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, January 30th, 1900.

The SECRETARY, BLACKBURN CHAMBER of COMMERCE.

DEAR SIR,—I am desired by the President of this Chamber to forward to you—enclosed herein—copies of two communications received from the Bombay and the Upper India Chambers of Commerce with reference to the late delivery of piece goods and yarns under contract for India. The President will be obliged if you will be so good as to submit these papers to the President and Council of the Blackburn Chamber. I am to add that this Chamber will much appreciate any views which the Council may desire to express upon the subject of the correspondence.—Yours, &c.,

ELIJAH HELM, Secretary.

APPENDIX CC.

BLACKBURN AND DISTRICT
INCORPORATED CHAMBER OF COMMERCE,
February 10th, 1900.

The SECRETARY, MANCHESTER CHAMBER of COMMERCE.

DEAR SIR,—I now beg to return the copies of communications received by you from the Bombay and the Upper India Chambers of Commerce, with reference to the late delivery of piece-goods and yarns under contracts for India. On receiving from you I had at once brought them before the President of this Chamber, and advantage was taken of the Annual Meeting of the Chamber being held on February 7th, to bring them before the Chamber. Several members present felt that the communications practically amounted to charges of gross bad faith against the Manchester merchant and Lancashire manufacturer combined. The expression of "Manchester manufacturer" is unfortunate, and the two members of the combination covered by this inaccurate term must sever their defence and each speak for himself. The Chamber is of opinion that there are few, if any, cases of delivery by a manufacturer being as much behind contract time as named in your communications, in which the manufacturer has not been held responsible by the merchant, and has not almost invariably had to pay very heavy allowances. Representing as it does a large section of Lancashire manufacturers, this Chamber feels itself in a position to assert most positively the absolute innocence of the vast bulk of the manufacturing trade from such malpractices, and in the interests of the honesty and integrity of English commerce would be glad of all necessary steps being taken to deal effectively with any cases of the character set forth in the complaints.—I am, &c.,

JOSEPH WATSON, Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, February 26th, 1900.

The SECRETARY, BLACKBURN CHAMBER of COMMERCE.

DEAR SIR,—I am instructed by the Board of Directors to thank the Blackburn Chamber for its letter, dated February 10th, upon the subject of late deliveries of piece goods and yarns under contracts for India, raised on copies of correspondence from the Bombay and Upper India Chambers forwarded to you on January 30th. Since the receipt of these communications from India, others of like tenor have reached this Chamber

from the Bengal, Karachi, and Colombo Chambers. The whole correspondence was considered on the 16th instant at a meeting of the India, China, and Colonial Committee, Mr. Henry Harrison, the President of the Blackburn Chamber, being present. The minutes of that meeting have since been submitted to the Board of Directors, and I am now to set before your Chamber the views of the Board upon this somewhat difficult question. There can be no doubt that the complaints of the Indian and Ceylon Chambers have a substantial foundation. In most cases, when goods are not ready at the time agreed upon for delivery, the manufacturer is willing to pay for a telegram to the indentor and for a reply from him by wire. But frequently it does not suit the indentor to extend the time for delivery, as the season for the goods in question may be over, and in such instances it is a manifest hardship that the indentor should be deprived of his opportunity of profit. The Manchester merchant has the right, indeed, in case of non-delivery, to buy equal goods in the market, as against the manufacturer, debiting him with any difference in cost; but in such conditions of supply and demand as have lately existed, it has usually been impossible for him to obtain delivery without great delay. This remedy has, therefore, been practically useless. Moreover, in the case of certain goods it is not possible to buy the same kind of goods except from the same maker.

Probably the chief cause of delay in delivery has been the difficulty experienced for some time past by manufacturers who do not spin in getting supplies of yarn for which they have made contracts with spinners. Manufacturers have not usually been in the habit of fixing dates of delivery in such contracts. A system of give-and-take as to time of delivery has prevailed, the spinner sometimes delaying deliveries to suit the convenience of manufacturers, and not unnaturally expecting manufacturers to extend the time of deliveries in return, when that happens to suit the convenience of spinners. This has been the case in the rising markets we have had for some time past. This system does not work satisfactorily under modern conditions of trade, when goods are sold for delivery abroad at fixed dates, and the Board strongly recommends that a definite form of contract, specifying date of delivery as well as price, should be adopted by manufacturers in all purchases of yarns from spinners. The Board is also of opinion that the punctual observance of conditions of delivery would be promoted by the adoption of the practice of resorting to arbitration whenever such conditions have not been fulfilled, and the parties are unable themselves to arrive at a mutually satisfactory agreement. A Tribunal of Arbitration has for many years been in

existence in connection with this Chamber, and it is constantly resorted to, with great advantage, for the settlement of business disputes. It is therefore suggested—with a view to providing automatically for the equitable and friendly adjustment of these difficulties—that some such clause as the following, which is already extensively adopted, should be introduced into all contract notes between merchants and manufacturers, and between manufacturers and spinners :—

> "All disputes relating to this contract shall be referred to the Tribunal of Arbitration of the Manchester Chamber of Commerce, to be determined in accordance with the rules of the Tribunal."

The attention of the Board of Directors has been drawn to the published report of a recent meeting of the Blackburn Chamber. It therein appears that statements were made to the effect that such a thing as late delivery was not known, and that, if it did occur, merchants obtained compensation, which they did not always pass on to their foreign buyers. It is unnecessary, in view of your letter, to enter into a refutation of the first reported assertion, but as regards the second, the Board thinks it is right to place on record its conviction, based on evidence which cannot be gainsaid, that not only are allowances received on this side conceded to indentors in India, but that, in the majority of cases, disputes of the nature alluded to cannot be settled without the concession of a sacrifice in addition, which comes out of the pocket of the merchant or importer.—Yours, &c.,

ELIJAH HELM, Secretary.

BLACKBURN AND DISTRICT
INCORPORATED CHAMBER OF COMMERCE,
6, RICHMOND TERRACE, May 16th, 1900.

The SECRETARY, MANCHESTER CHAMBER of COMMERCE.

DEAR SIR,—Your letter of February 26th, dealing with the punctual fulfilment of contracts, about which Indian Chambers of Commerce have recently been in communication with your Chamber, has been carefully considered by the Directors of this Chamber, with a view to seeing in what way the very large trade in cotton goods and yarns between our Indian Dependencies and the cotton districts can be put upon a firmer and more satisfactory basis as far as manufacturers are concerned. As a Chamber we feel that the evils alleged to be due to the delays complained

of are assigned too broadly to the manufacturers of cloth without taking into account the delays due to its subsequent handing by agents, printers, bleachers, finishers, merchants, and others. The fact to which you draw our attention in your letter of February 26th, of the lax arrangements in vogue between manufacturers and spinners, as to the frequent absence in their contracts of specified dates for the delivery of yarn, is undoubtedly the cause of much after trouble, and this Chamber will welcome any well considered method which will tend to ensure the due fulfilment of these contracts. It may be that it would be to the general advantage of the cotton trade if a penalty always followed the failure to complete any time contract, whenever such a failure was not the result of fire, breakdown, strike, general lockout, or other non-preventable cause. The contract should make it quite clear that in the event of delay the buyer of the merchandise should have the option of accepting or not the late portion at a reasonable allowance, and also the option of cancelling or not the undelivered portion of the contract at the difference in the market price of the commodities. This Chamber is quite willing to co-operate in establishing some common understanding between manufacturers, spinners, and merchants to this end. The operation of such a self-acting principle as is now suggested would to a great extent meet the difficulties of the position. At the same time there are very plain and obvious advantages about the recognition of some Tribunal of Arbitration to deal with the application of the principle, and with cases not covered by it. As regards the Tribunal of Arbitration, my Directors hardly think that it would be desirable that the Arbitrators should be drawn entirely from a body which must principally represent the merchants, who are one of the parties in case of cloth delivery. It is known no doubt to your Chamber that there is a similar Tribunal of Arbitration in connection with this Chamber, representing as it does a very large section of the manufacturing trade. Perhaps it would be found practicable for cases in which Manchester merchants and Blackburn manufacturers were involved, to be heard before Arbitrators taken from both Tribunals of Arbitration, and so to remove any feeling that the associations of Tribunal were more with the merchants or shippers than with the manufacturers.—Yours, &c.,

J. WATSON, Secretary.

CHAMBER OF COMMERCE AND MANUFACTURES,
GLASGOW, 15th March 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I duly received your letter of 13th January last, which was laid before the Directors of this Chamber, who remitted the matter to their Committee on Foreign affairs for report, and on consideration of that Committee's Report, I was instructed by the Directors at their Meeting on 12th inst., to mention to you that complaints of a similar nature are rife here in other trades as well, and especially during the last year or two of great industrial activity ; indeed in some trades worse cases than you state occur, for sometimes goods are paid for and the makers are unable to fulfil their contracts for several months. The Directors desire me to say they are of opinion that no practical beneficial results would arise from interference on the part of such bodies as Chambers of Commerce, between competent buyers and competent sellers, the only recourse being to sue the defaulters for damages at common law.

This is the course adopted in this country, and if Indian traders wish to make their cases more complete they should stipulate in giving out their indents that a certain penalty must be paid for every month's delay, and that after a certain delay, the order would be cancelled, and a solatium paid at a certain percentage ; but it should be made clear that this is a condition of the order, and that the parties are not to book the order, unless they agree to the conditions.—I am, &c.,

WILLIAM H. HILL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 14th June 1900.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIRS,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter of the 9th March last on the subject of late deliveries of piece-goods and yarns. The Committee have perused with much interest the correspondence that has passed between your Chamber and the Blackburn Chamber on this subject, and they are indebted to your Board for the interest it has shown in the matter. If the Blackburn Chamber has replied to your further communication of 26th February 1900, my Committee would be pleased to have a copy

of same, as also of any other correspondence which may have reached you since the despatch of your letter under acknowledgment.

The Committee have given careful consideration to your remarks respecting the insertion of a clause in contracts providing for the reference of disputes to the adjudication of the Tribunal of Arbitration you mention, but the opinion of members who have been consulted on this subject is to the effect that it would not be politic for the Bombay Chamber to approve of *all* disputes being dealt with in this way.

On receipt, however, of the further correspondence I have asked for, the Committee will be pleased to give the matter further consideration.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

BOMBAY CHAMBER OF COMMERCE, 14th June 1900.

The SECRETARY, CHAMBER OF COMMERCE, Glasgow.

DEAR SIR,—I am instructed to acknowledge with thanks the receipt of your letter of 15th March 1900 on the subject of late deliveries of piece-goods and yarns.

The correspondence is still under the consideration of my Committee, and they may hereafter address you further in the matter.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 10th July, 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—On behalf of this Chamber I thank you for your letter of June 14th, which will be submitted to the Board of Directors at its next meeting. Meanwhile I have pleasure in forwarding to you a copy of our *Monthly Record* of May 31st, containing on p.p. 112-113 a reproduction of correspondence with the Bengal and Blackburn Chambers upon the late delivery of yarns and piece-goods for India.—Yours, &c.,

ELIJAH HELM, Secretary.

APPENDIX DD.

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

No. 882 A. of 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th February 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 27th January 1899, I am directed to inform you that the Government of India have directed that a fee of Rs. 75 shall be charged for inspection of vessels leaving the Port of Bombay on Sundays, New Year's day, Good Friday, the Queen's Birthday, Christmas day or any other day specially declared by the Government of India to be a general holiday.—I have, &c.,

J. DE.C. ATKINS, Secretary to Government.

No. 5733 A. of 1900.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3rd November 1900.

From J. DEC. ATKINS, Esq., I. C. S., Secretary to Government, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that the question of the levy of fees for the inspection of vessels sailing from plague-stricken ports in India on Sundays and on the four closed holidays (New Year's day, Good Friday, the Queen's Birthday and Christmas day) has recently been under consideration. The Government of India have decided that the fee levied in the case of cargo and mail steamers at all ports in India and Burma and for all vessels at the Ports of call in the Madras Presidency should be Rs. 25, and that in the case of ordinary passenger steamers at ports outside the Madras Presidency the fee should stand at Rs. 50. Mail steamers for the purposes of these rules will be considered to include only those under contract to sail on Sundays or the specified holidays. The Government of India have also decided that similar fees should be levied in the case of vessels arriving from infected ports at clean ports in India.—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

APENDIX EE.

IMPERIAL INSTITUTE.

No. 1956-13-4.

SIMLA, 8th June 1900.

From E. MACONOCHIE, Esq., I. C. S., Under-Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to invite a reference to paragraph 2 of this Department's Resolution No. 38-26-10, dated the 27th December 1895; and to request that you will be good enough to nominate, at a very early date, a member to represent the Bombay Chamber of Commerce on the governing body of the Imperial Institute, London, for the year commencing 23rd July 1900.—I have, &c.,

E. MACONOCHIE, Under-Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th June.

SIR FRANK FORBES ADAM, K.C.I.E., Manchester.

DEAR SIR,—The Government of India having requested the Bombay Chamber of Commerce to nominate a member to serve on the Governing Body of the Imperial Institute, London, for the year commencing 23rd July 1900, I am instructed to say that the Committee would be very pleased if you would consent to act as the Chamber's representative in this connection.

Awaiting the favour of an early reply.—I am, &c.,

C. J. MICHAEL, Assistant Secretary.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—With reference to your letter No. 1956 of the 8th inst., I am instructed to say that my Committee propose to nominate Sir Frank Forbes Adam, K. C. I. E. (of Messrs. Graham & Co., Manchester,) to represent the Bombay Chamber of Commerce on the Governing Body of the Imperial Institute, London, for the year commencing 23rd July 1900. Sir Frank has been addressed on the subject and on receipt of his reply the Committee will communicate with you again.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

BRIGHTON, 4th July 1900.

The ASST. SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Replying to yours of 19th June, I have pleasure in acceding to the request of your Committee that I would act for the Bombay Chamber on the Governing Body of the Imperial Institute from 23rd July 1900.—Yours, &c.,

F. FORBES ADAM.

BOMBAY CHAMBER of COMMERCE, 23rd July 1900.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—With reference to correspondence ending with my letter of the 15th June 1900, I am instructed to say that Sir Frank Forbes Adam has informed the Committee that he will be pleased to represent the Bombay Chamber of Commerce on the Governing Body of the Imperial Institute.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

APPENDIX FF.

COTTON DUTIES AND TARIFF ACTS.

CUSTOMS CIRCULAR No. XXI OF 1900.

NOTIFICATION.—By the Government of India, Finance and Commerce Department, No. 6464 S.-R., dated the 24th December 1900.

In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor General in Council, and in supersession of all previous Notifications exempting any goods imported into British India from the whole or any part of the customs duties leviable thereon, the Governor General in Council is pleased to fix for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by Section 8A of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899).

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ANIMALS, LIVING.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	.....	...	Free.
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	30 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell ...	cwt.	65 0	Five per cent.
	„ in the shell ...	„	16 0	„
	„ (kagazi)	„	45 0	„
	Cashew or cajoo kernels ...	„	14 0	„
	Cocoanuts	thousand	30 0	„
	„ kernels (khopra)	cwt.	12 0	„
	Currants, in cases... ...	„	30 0	„
	„ in cans	„	45 0	„
	„ other	„	14 0	„
	Dates, dry, in bags... ...	„	5 8	„
	„ wet „	„	4 0	„
	„ „ in pots and boxes	„	8 8	„
	Figs, Persian, dried ...	„	10 0	„
	Garlic	„	6 0	„
	Hops	.....	...	Free.
	Pistachio nuts	cwt.	33 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)	„	20 0	„
	Raisins, black	„	10 0	„
	„ kishmish	„	10 0	„
	„ Munakha	„	8 0	„
	„ other sorts ...	.....	*ad valorem*	„
	Walnuts	cwt.	8 0	„
	All other sorts of fruits and vegetables	.....	*ad valorem*	„
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	.....	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	.....	*ad valorem*	Five per cent.
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	lb.	0 10½	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—*concld.*			
	Beef and Pork ...	{ tierce of 3 cwt. / barrel of 2 cwt.	100 0 / 75 0	Five per cent.
	Biche de mer	cwt.	50 0	,,
	Butter	lb.	1 4	,,
	Cheese	,,	0 10	,,
	China preserves in syrup...	box of six jars.	4 0	,,
	,, ,, dry, candied ...	lb.	0 4½	,,
	Cocum	cwt.	5 0	,,
	Fish-maws	.....	...	Free.
	Flour	.....	*ad valorem*	Five per cent.
	Ghi	cwt.	55 0	,,
	Groceries not otherwise described	.....	*ad valorem*	,,
	Margarine	lb.	1 4	,,
	Pork hams	,,	0 11	,,
	Sago...	cwt.	8 4	,,
	Shark-fins	.....	...	Free.
	Singally and sozille ...	.....	...	,,
	Tapioca	cwt.	10 0	Five per cent.
	Vinegar, European, in wood	Imperial gallon.	1 0	,,
	,, Persian	,,	1 8	,,
	,, Indian	,,	0 6	,,
	All other sorts of provisions, oilman's stores and groceries	.....	*ad valorem*	,,
7	SPICES—			
	Betelnuts—Goa	cwt.	12 0	,,
	,, —in the husk ...	thousand	2 0	,,
	,, —all other sorts ...	.....	*ad valorem*	,,
	Cardamoms, Ceylon	cwt.	200 0	,,
	Chillies, dry	,,	11 0	,,
	Cloves	,,	25 0	,,
	,, stems and heads ...	,,	7 0	,,
	,, in seeds, nariavang ...	,,	11 0	,,
	Ginger, dry	,,	20 0	,,
	Mace	lb.	1 2	,,
				,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	ARTICLES OF FOOD AND DRINK—*concld.*			
7	SPICES—*concld.*			
	Nutmegs	lb.	0 9	Five per cent.
	„ in shell	„	0 6	„
	Pepper, black	cwt.	30 0	„
	„ white	„	60 0	„
	All other sorts of spices ...	.....	*ad valorem*	„
8	SUGAR, China, candy	cwt.	18 0	„
	„ loaf	„	15 0	„
	„ crystallised beet ...	„	12 0	„
	„ „ and soft, from China	„	12 0	„
	„ „ and soft, from Mauritius.	„	11 8	„
	„ soft or raw, other than from Mauritius or China.	„	10 8	„
	„ all other sorts, including saccharine produce of all kinds and confectionery.	.....	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	0 10	„
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb.	0 1½	„
	Alkali, Indian (sajji-khar)	cwt.	1 8	„
	Alum	„	4 8	„
	Arsenic	„	21 8	„
	„ (China mansil) ...	„	15 0	„
	Bicarbonate of soda ...	„	6 8	„
	Copperas, green	„	2 10	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*			
10	CHEMICAL PRODUCTS AND PREPARATIONS—*contd.*			
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	.....	*ad valorem*	Five per cent.
	Sal ammoniac	cwt.	28 0	"
	Sulphate of copper ...	"	20 0	"
	Sulphur (brimstone), flour.	"	6 4	"
	" ("), roll...	"	6 0	"
	" ("), rough	"	5 8	"
	All other sorts of chemical products and preparations, including saltpetre and borax	.....	*ad valorem*	"
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	20 0	"
	" Socotra	"	25 0	"
	Aloe-wood	lb.	6 0	"
	Asafœtida (hing)	cwt.	65 0	"
	" coarse (hingra)...	"	22 0	"
	Atary, Persian	"	15 0	"
	Banslochan (bamboo camphor)	lb.	0 5	"
	Brimstone (amalsara) ...	cwt.	35 0	"
	Calumba root	"	10 0	"
	Camphor, Bhimsaini (baras)	lb.	50 0	"
	" refined, cake ...	"	1 11	"
	" crude, in powder.	"	1 3	"
	Cassia lignea	cwt.	35 0	"
	China root (chobchini), rough	"	9 0	"
	China root (chobchini), scraped	"	14 0	"
	Cubebs	"	22 8	"
	Galangal, China	"	9 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*concld.*		Rs. a.	
11	DRUGS, MEDICINES, AND NARCOTICS.—*concld.*			
	Pellitory (akalkara) ...	cwt.	40 0	Five per cent.
	Peppermint crystals ...	lb.	8 0	,,
	Quinine and other alkaloids of chinchona	.....	.....	Free
	Salep	cwt.	125 0	Five per cent.
	Senna leaves	,,	7 0	,,
	Storax liquid (rose malloes)	,,	44 0	,,
	Tobacco, unmanufactured..	.....	... ..	Free
	,, manufactured ...	.....	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III) ...	.....	,,	,,
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 5	,,
	,, ,, 50 ,,	,,	1 9	,,
	,, ,, 60 ,,	,,	1 13	,,
	,, ,, 70 ,,	,,	2 1	,,
	,, ,, 80 ,,	,,	2 5	,,
	,, ,, 100 ,,	,,	2 14	,,
	,, ,,moist,10 ,,	,,	0 4½	,,
	,, ,, ,, 16 ,,	,,	0 7	,,
	,, ,, ,, 20 ,,	,,	0 8½	,,
	Aniline ,, ,, indigo blue	,,	0 6½	,,
	,, ,, dry	,,	1 0	,,
	,, salts	,,	*ad valorem*	,,
	Avar bark	cwt.	4 12	,,
	Buzgand (gulpista)... ...	,,	30 0	,,
	Cochineal	lb.	0 12	,,
	Gallnuts (myrabolams) ...	cwt.	3 0	,,
	,, Persian	,,	45 0	,,
	Madder or manjit	,,	9 0	,,
	Orchilla weed	,,	4 0	,,
	Sappan wood and root ...	,,	5 8	,,
	Turmeric	,,	11 0	,,
	All other sorts of dyeing and tanning materials... ...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF) - *contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the *Gazette of India*, exempt, also the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks.]	.....	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts (and component			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.	.....	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought & wrought, and articles made of metals—			
	Brass, beads, ghungri, China	thousand.	0 12	Five per cent.
	„ foil or dankpana, white 10¼ in. × 4¼ in ...	hundred leaves.	1 0	„
	„ foil or dankpana, coloured, 10¼ in. × 4¼ in.	„	1 4	„
	„ old	cwt.	26 0	„
	„ orsidue and leaves, European	lb.	1 4	„
	„ orsidue and leaves, China	„	0 14	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Brass, patent or yellow metal, sheathing, sheets, plates, and bolts ...	cwt.	45 0	Five per cent.
	„ „ „ (old) ...	„	27 0	„
	„ sheets, flat or in rolls, very thin	„	105 0	„
	„ wire	lb.	0 8	„
	„ all other sorts... ...	.....	*ad valorem*	„
	Copper, bolt	cwt.	57 0	„
	„ brazier's and sheets	„	55 0	„
	„ nails and composition nails ...	„	55 0	„
	„ old	„	35 0	„
	„ pigs, tiles, ingots, cakes, bricks, and slabs	„	50 0	„
	„ Sheathing, plate, and raised bottoms ...	„	57 0	„
	„ China, white copperware	lb.	1 2	„
	„ foil or dankpana, white, 10¼ in. × 4¼ in.	hundred leaves.	1 12	„
	„ foil or dankpana, coloured, 10¼ in. × 4¼ in.	„	2 0	„
	„ wire, including wire of phosphor-bronze	lb.	0 9½	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free	.....	*ad valorem*	„
	German Silver	.....	„	„
	Gold bullion and coin ...	.....	.....	Free.
	Gold leaf	hundred leaves.	2 12	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, anchors and cables ...	.....	*ad valorem*	One per cent.
	„ angle, T, and channel, other than Lowmoor or Swedish	ton.	130 0	„
	„ angle and T, other than Lowmoor or Swedish (if galvanised) ..	„	190 0	„
	„ channel (if galvanised)	... ..	*ad valorem*	„
	„ bar, Lowmoor ...	ton.	375 0	„
	„ „ Swedish	„	165 0	„
	„ „ „ nail-rod, also round rod under half an inch in diameter ...	„	170 0	„
	„ „ other kinds ..	„	115 0	„
	„ „ „ nail-rod & round rod under half an inch in diameter..	„	120 0	„
	„ „ „ (if galvanised) ...	„	170 0	„
	„ beams, joists, pillars, girders, bridge-works, and other such descriptions of iron imported exclusively for building purposes ...	.....	*ad valorem*	„
	„ plate & sheet, Lowmoor	ton.	500 0	„
	„ „ Swedish ...	.....	*ad valorem*	„
	„ „ and hoops, other kinds	ton.	140 0	„
	„ hoops, other kinds, (if galvanised)	.....	*ad valorem*	„
	„ plate, other kinds (if galvanised)	ton.	210 0	„
	„ plate, other kinds, (if tinned)	.....	*ad valorem*	„
	„ sheets, other kinds (if galvanised)	cwt.	10 8	„
	„ sheets, other kinds (lead coated) ...	.....	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals.—*contd.*			
	Iron bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanised)	.....	*ad valorem*	One per cent.
	„ bar (including angle, T, and channel) hoop, plate and sheet (tinned)	.....	„	„
	„ nails, rose, wire and flat-headed	cwt.	10 0	„
	„ nails, clasp	„	17 0	„
	„ „ other sorts (including galvanised or tinned) ...	.....	*ad valorem*	„
	„ nuts and bolts ...	.....	„	„
	„ old	cwt.	2 8	„
	„ pig	ton.	60 0	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	.....	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 67, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars ...	.....	„	„
	„ rice-bowls	.....	„	„
	„ ridging, galvanised ...	cwt.	12 0	„
	„ rivets and washers, Lowmoor	„	20 0	„
	„ rivets and washers, Lowmoor (if galvanised)	.....	*ad valorem*	„
	„ rivets and washers, other kinds	cwt.	10 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, rivets and washers, other kinds (if galvanised)	...	*ad valorem*	One per cent.
	„ rivets and washers, other kinds (if tinned).	...	„	„
	„ wire, including fencing-wire and wire-rope, but excluding wire-netting	...	„	„
	„ all other sorts, including wire-netting ...	...	„	Five per cent.
	Lametta	...	„	„
	Lead, ore, galena	cwt.	14 0	„
	„ pig	„	12 0	„
	„ pipes	...	*ad valorem*	„
	„ sheets	cwt.	14 0	„
	„ „ for tea chests ...	...	...	Free.
	Quicksilver	lb.	1 12	Five per cent.
	Shot, bird	cwt.	17 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free	...	*ad valorem*	„
	Steel, anchors and cables ...	...	„	One per cent.
	„ angle, channel and spring	...	„	„
	„ bar and blooms ...	...	„	„
	„ basic, all sorts including galvanised or tinned sheets	...	„	„
	„ beams, joists, pillars, girders, bridgeworks, and other descriptions of steel imported exclusively for building purposes	...	„	
	„ cast and blistered of any kind not specified in this number ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Steel hoop	ton	155 0	One per cent.
	„ „ (if galvanised) ...	...	*ad valorem*	„
	„ nails	...	„	„
	„ nuts and bolts and nail rods	...	„	„
	„ old	ton	130 0	„
	„ pipes and tubes, including fittings therefor, such as heads, boots, elbows, tees, sockets, flanges, and the like...	...	*ad valorem*	„
	„ plates and sheets ...	ton	145 0	„
	„ plates and sheets planished	...	*ad valorem*	„
	„ plates and sheets, other than basic (if galvanised)	ton	210 0	„
	„ plates and sheets, other than basic (if tinned or lead-coated) ...	...	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates other than those described in No. 67, also spikes (commonly known as dog-spikes), switches crossings, lever-boxes, clips, and tie-bars ...	...	„	„
	„ rivets and washers ...	ton	210 0	„
	„ „ „ (if galvanised) ...	„	310 0	„
	„ „ „ (if tinned)	...	*ad valorem*	„
	„ T-bars	ton	135 0	„
	„ „ (if galvanised) .	„	200 0	„
	„ „ (if tinned) ...	...	*ad valorem*	„
	„ wire excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting...	...	„	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*concld.*			
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Tin, block	cwt.	90 0	Five per cent.
	„ foil, China	lb.	0 12	„
	„ other sorts	...	*ad valorem*	„
	Zinc or spelter, nails ...	cwt.	20 0	„
	„ „ plates and other shapes, soft	„	20 0	„
	„ „ plates and other shapes, hard... ...	„	15 0	„
	„ „ sheet or sheathing ...	„	22 0	„
	„ „ all other sorts	...	*ad valorem*	„
	All other sorts of metals ...	...	„	„
	OILS.			
16	OILS—			
	Cajeputi	quart.	1 12	„
	Cassia	lb.	3 0	„
	Cocoanut	cwt.	16 0	„
	Linseed	Imperial gallon.	2 2	„
	Otto of sorts	ounce.	15 0	„
	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon.	...	One anna.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OILS—*concld.*			
16	OILS—*concld.*			
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes or fuel	...	*ad valorem*	Five per cent.
	All other sorts of oils, including paraffin wax	...	"	"
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 36) and boots and shoes (for which see No. 52) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	"	"
18	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	...	"	"
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
20	BEADS, of all materials except glass, for which see No. 43, and brass, for which see No. 15—			
	Beads, China, Ankdána ...	133⅓ lbs.	27 0	Five per cent.
	„ „ Dagri ...	„	23 0	„
	„ „ Gadgadia ...	„	22 0	„
	„ „ Kamrakhi ...	„	26 0	„
	„ „ Lalri ...	„	33 0	„
	„ „ Naksi ...	„	30 0	„
	„ „ Pakhaváji ...	„	26 0	„
	„ „ Sulemáni ...	„	26 0	„
	All other sorts	...	*ad valorem*	„
21	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts ...	...	...	Free.
22	BRISTLES AND FIBRE, for brushes and brooms	...	...	„
23	BRUSHES AND BROOMS, all sorts	...	*ad valorem*	Five per cent.
24	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	...	„	„
25	CABINET-WARE AND FURNITURE.	...	„	„
26	CANDLES, paraffin	lb.	0 6	„
	„ spermaceti	„	0 7	„
	„ wax	„	1 0	„
	„ all other sorts ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
27	CANES AND RATTANS, ARTICLES MADE OF CANE OR RATTAN, AND BASKET WORK—			
	Canes, Malacca	dozen.	7 0	Five per cent.
	Rattans	cwt.	11 0	,,
	All other sorts	...	*ad valorem*	,,
28	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof	...	,,	,,
29	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 38)	...	,,	,,
30	CLOCKS, WATCHES, and other timekeepers, and parts thereof	...	,,	,,
31	COAL, COKE, AND PATENT FUEL.	...	...	Free.
32	COIR AND ARTICLES MADE OF COIR, EXCEPT CABLES AND ROPE (for which see No. 34)—			
	Yarn of all kinds	cwt.	8 0	Five per cent.
	All other sorts	...	*ad valorem*	,,
33	CORAL, real	...	,,	,,
34	CORDAGE, ROPE, and Twine made of any vegetable fibre—			
	Coir, cables, tarred ...	cwt.	17 0	,,
	,, rope	,,	13 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
34	CORDAGE, ROPE, and Twine made of any vegetable fibre—*contd.*			
	Cordage, hemp, European.	cwt.	25 0	Five per cent.
	„ „ Manila ...	„	40 0	„
	All other sorts of cordage, rope, and twine	...	*ad valorem*	„
35	CORK, AND ARTICLES MADE OF CORK	...	„	„
36	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn ...	...	...	„
	„ sewing thread ...	...	...	„
	„ Piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
37	EARTH, COMMON CLAY, AND SAND	...	...	Free.
38	EARTHENWARE (except earthenware piping, for which see No. 24), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
39	FANS OF ALL KINDS, except common palm-leaf fans, which are free	...	„	„
40	FIREWORKS, all sorts, including fulminating-powder... ...	...	„	„
41	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.	...	„	„
42	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
43	GLASS, GLASS-WARE, AND FALSE PEARLS—			
	Glass, Chica, all colours ...	133⅓ lbs.	30 0	Five per cent.
	Pearls, false, China : bájria	lákh	3 0	,,
	,, ,, ,, boria ...	thousand	0 10	,,
	,, ,, ,, wária ...	lákh	6 0	,,
	,, ,, ,, lolakh ...	thousand	0 8	,,
	,, ,, ,, nathia ...	,,	0 3	,,
	,, ,, ,, táchia ...	,,	0 8	,,
	,, ,, ,, wattanah	lákh	10 0	,,
	All other sorts of glass and manufactures of glass, including false pearls and glass beads	...	*ad valorem*	,,
44	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	,,
	Cutch and gambier ...	,,	16 0	,,
	Gamboge	lb.	0 15	,,
	Gum Ammoniac	cwt.	15 0	,,
	,, Arabic	,,	24 0	,,
	,, Bdellium	,,	13 0	,,
	,, Benjamin, res ...	,,	25 0	,,
	,, ,, cowrie ...	,,	80 0	,,
	,, Bycabol (coarse myrrh)	,,	22 0	,,
	,, Olibanum or frankincense	...	...	Free.
	,, Persian (false) ...	cwt.	10 0	Five per cent.
	,, Kino	,,	10 0	,,
	Myrrh	,,	28 0	,,
	Rosin	,,	4 8	,,
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
45	HEMP, including Manila hemp, and articles made therefrom (except cordage, rope and twine, for which see No. 34),.	...	*ad valorem*	Five per cent.
46	HIDES AND SKINS (except raw or salted hides and skins, which are free) including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	„	„
47	HORN	...	...	Free.
	„ articles made of, not otherwise described ...	...	*ad valorem*	Five per cent.
48	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus and appliances when imported by a passenger as part of his personal			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	baggage and in actual use by him in the exercise of his profession or calling, which are free	...	*ad valorem*	Five per cent.
	IVORY AND IVORY-WARE—			
	Unmanufactured—			
49	Elephants' grinders ...	cwt.	350 0	"
	Elephants' tusks (other than hollows, centres and points) each exceeding 20 lbs. in weight, and hollows, centres and points each weighing 10 lbs. and over	"	750	"
	Elephants' tusks (other than hollows, centres and points) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres and points each weighing less than 10 lbs.	"	650 0	"
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres and points)	"	500 0	"
	Sea-cow or moye teeth, each not less than 4 lbs.	"	200 0	"
	Sea-cow or moye teeth, each not less than 3 lbs. and under 4 lbs.... ...	"	185 0	"
	Sea-cow or moye teeth, less than 3 lbs.	"	135 0	"
	All other sorts, manufactured and unmanufactured...	...	*ad valorem*	"
	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain, other than European	tola.	1 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
50	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—*contd.*			
	Silver-ware, embossed or chased, other than European	tola.	1 4	Five per cent.
	All other sorts, except precious stones and pearls, unset, which are free ...	...	*ad valorem*	„
51	JUTE, raw...	...	...	Free.
	„ articles made of, except second-hand or used gunny bags which are free ...	...	*ad valorem*	Five per cent.
52	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of Her Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free	...	„	„
53	MANURES of all kinds, including animal bones	...	...	Free.
54	MATS AND MATTING—			
	Floor-matting, China and Singapore, of all sorts ...	hundred superficial feet.	60 0	Five per cent.
	All other sorts, except coir-matting (for which see No. 32)	...	*ad valorem*	„
55	OILCAKE, also bran, fodder and cattle-food of all kinds ...	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
56	OIL-CLOTH AND FLOOR-CLOTH, including linoresta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
57	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	14 0	,,
	,, white, dry	,,	16 0	,,
	Ochre, other than European, all colours	,,	1 8	,,
	Paints, composition ...	,,	55 0	,,
	,, patent driers ...	,,	12 0	,,
	Turpentine	Imperial gallon	2 6	,,
	Verdigris	cwt.	70 0	,,
	Vermilion, Canton... ...	box of 90 bundles	100 0	,,
	Zinc, white, dry	cwt.	25 0	,,
	All other sorts, including glue and putty	...	*ad valorem*	,,
58	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	,,	,,
	,, articles made of paper and papier-maché ...	...	,,	,,
59	PERFUMERY—			
	Gowla, husked and unhusked.	cwt.	35 0	,,
	Kapurkachri (zedoary) ...	,,	8 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
59	PERFUMERY—*contd.*			
	Patch leaves (patchouli) ...	cwt.	12 0	Five per cent.
	Rose-flowers, dried	„	13 0	„
	Rose-water	Imperial gallon.	2 0	„
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	„
60	PITCH, TAR, AND DAMMER—			
	Bitumen	...	„	„
	Dammer	cwt.	5 0	„
	Pitch, American and European	„	7 0	„
	„ coal	„	3 0	„
	Tar, American and European.	„	6 0	„
	„ coal	„	3 8	„
	„ mineral	...	*ad valorem*	„
61	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
62	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx)	...	...	„
63	PULP of wood, straw, rags, paper, and other materials ...	...	...	„
64	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	„
65	RAGS	...	...	„
66	RACKS for the withering of tea leaf	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
67	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	Free
68	SEEDS—			
	Castor	cwt.	7 0	Five per cent.
	Cummin	"	20 0	"
	" black	"	16 0	"
	Linseed	"	8 0	"
	Methi	"	5 0	"
	Mustard, rape or sarson ...	"	8 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
68	SEEDS—*contd.*			
	Poppy	cwt.	7 12	Five per cent.
	Quince, bihidána	,,	70 0	,,
	Sozira	,,	25 0	,,
	Til or jinjili	,,	8 0	,,
	All other sorts	...	*ad valorem*	,,
69	SHELLS AND COWRIES—			
	Chanks—large shells for cameos	hundred.	15 0	,,
	Chanks—white, live	,,	10 0	,,
	,, ,, dead... ...	,,	4 0	,,
	Cowras	,,	0 10	,,
	Cowries, bazar, common ...	cwt.	3 0	,,
	,, yellow, superior quality	,,	5 8	,,
	,, Maldive	,,	5 8	,,
	,, sankla	,,	65 0	,,
	Mother-of-pearl, nacre ...	...	...	Free
	Nakhla	cwt.	55 0	Five per cent.
	Tortoise-shell	lb.	10 0	,,
	,, nakh ...	,,	4 0	,,
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	,,
70	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections.	...	...	Free
71	SILK, AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	7 8	Five per cent.
	Floss...	,,	6 8	,,
	Piece-goods	...	*ad valorem*	,,
	Sewing thread, China ...	lb.	8 0	,,
	Raw silk—Chaharam, Cochin, China, and Yellow Shanghai	,,	4 8	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
71	SILK, AND ARTICLES MADE OF SILK—*concld.*			
	Mathow	lb.	2 8	Five per cent.
	Other kinds of China ...	„	6 8	„
	Waste and Kachra ...	„	1 4	„
	Panjam	„	1 12	„
	Persian	„	5 0	„
	Siam	„	1 12	„
	All other sorts including cocoons	...	*ad valorem*	„
72	SOAP	...	„	„
73	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals.	...	...	Free
74	STATIONERY, excluding paper (for which see No. 58) ...	...	*ad valorem*	Five per cent.
75	STONE AND MARBLE, and articles made of stone and marble ...	...	„	„
76	TALLOW AND GREASE, including stearine	cwt.	20 0	„
77	TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk... ...	...	...	Free
78	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
79	TOILET REQUISITES not otherwise described	...	„	„
80	TOYS, including toy-books, and requisites for all games ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*concld.*			
81	UMBRELLAS, parasols, and sunshades of all kinds	...	*ad valorem*	Five per cent.
82	WALKING STICKS and sticks for umbrellas, parasols, and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines...	...	„	„
83	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
84	WOOL, raw	...	...	Free
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
85	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule ...	...	„	„

(Signed) J. F. FINLAY,
Secretary to the Government of India.

APPENDIX GG.

TRADE WITH PERSIA.

SEISTAN (address via Quetta), September 9th, 1900.

From Major G. CHENEVIX TRENCH, H. B. M. Consul, Secretary, to the BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honour to address you on a matter of importance concerning the opening of the trade route via Quetta to Persia through Nushki and Seistan. As you are aware there exists a very large trade in Anglo-Indian articles between Bombay or Karachi and Persia for the main part through the Southern ports of Persia—Bunder Abbas and Bushire.

These routes as far as the sea voyage is concerned, are no doubt cheap and easy, but since the goods by these routes are consigned to many parts of Persia, a long distance in the interior, bad roads and Persian petty extortions mitigate to a large extent the advantages of the sea route.

The new road from Quetta to Seistan within British Territory lands the goods at the most central place in Eastern Persia, from whence easy roads plentifully supplied with camel transport can carry the goods as far north as Russian competition allows, and as far south as competition with the southern ports permits. The new route, therefore, taps a large area of Central Eastern Persia.

There can be no doubt as to the advantages in the matter of transport, security and convenience of the new route over the older routes.

The road from Quetta is over a level stretch of country 626 miles long, which is in no way a desert, but now supplied with grazing grounds and bathing places at equal distances along the entire route.

At Seistan, a British Consul is stationed for the purpose of safe guarding the interests of traders. It has begun to dawn on the large traders of Birjand and Seistan that the facilities of the Seistan route are greater than those of the Bunder Abbas route, and I have been approached by the capitalists of Eastern Persia, with a view of ascertaining from me 1st the nature of the new route, and secondly the cost of articles delivered say in

Seistan, carried by this route, compared with the cost of articles carried over the Bunder Abbas route. As regards the first question, I have been able to thoroughly satisfy them. The security and abundance of transport meets with their requirements. Though I can tell them the cost of transport from Quetta to Seistan, on the second point, I am unable to afford them the accurate information which the trade naturally requires It is, therefore, that I appeal to you in the interests of trade, in the interests of your political position in Persia, and lastly in the interests of India itself, for your help in affording me all the information which you can, so that I may be a medium for imparting this information to the traders who are keen on giving our new route a trial.

I have taken some trouble to ascertain from the traders at Birjand who may be considered the brokers or forwarding agents for all goods from India to the towns and districts of Central and Eastern Persia within the radius of profit exactly what their requirements are, and in what form as regards weights and measures they require quotations.

Attached is a list of the requirements of these merchants, and they ask me to obtain for them samples and quotations of trade prices for the articles enumerated landed by the cheapest route in Quetta.

I have promised to afford them every assistance in this way which I can, and I have now to request the favour of your help in procuring these samples.

As the samples required are numerous and their collection may be rather an undertaking especially in the form and with the details attached which I shall ask for, I am prepared to pay for temporary employment of a clerk at any reasonable rate to carry out the collection under your orders, and as I shall want the samples sent by post to me to Seistan I am prepared to meet the cost of postage and packing, provided you will through the Agency of your Chamber obtain for me the lowest quotation in the market.

Should you be prepared to do this for me I should be obliged if you will send me samples of all such articles as in my attached list, I have noted, samples are required. For most instances 3, 4, or more samples of the same article would be convenient for circulation among the various traders of Persia. To every sample I would ask you to attach a strong piece of paper with the following information written in English on one side *and in Persian on the other.*

1st. Trade name of article sampled, trade mark should, if possible, be attached.

2nd. Cost per maund (Indian) gross, or roll (or thän) of each article in Bombay. In the case of rolls of cloth, the weight of the roll should be given, as well as the number of yards in each roll.

3rd. Cost of same delivered by cheapest route at Quetta.

4th. Name of firm or firms with full address willing to supply at the rates quoted.

5th. Place of manufacture of goods, whether in England, Germany, France, etc.

6th. Name of Banker to whom drafts could be made payable for goods at the time of ordering.

7th. Any special remarks regarding the samples which might be of use to the trade.

Remarks thus made on the paper attached to each article will be of infinite more value than any letter addressed to me, giving details concerning the samples, but it is important that all remarks be clearly written in Persian as well as English.

These samples are anxiously awaited and the sooner they are sent the better.

Any samples in addition to those asked for which would seem to be likely to have a market should be sent in a similar fashion.

As the carrying power of the post to Seistan is not great the samples should be sent off in batches.

As regards payment I have said I am prepared to meet the cost of postage and collection, and if I am unable to obtain the sanction of Government for the sum, will pay myself, but would leave it to the opinion of the Chamber of Commerce whether (1st) a special clerk is necessary; (2nd) whether it would be usual to pay for samples asked for, or whether the merchants interested would be prepared to meet the cost. In any case I am not prepared to see any failure in carrying out my requests in the manner I have stated from want of funds.—I am, &c.,

G. CHENEVIX TRENCH, Major,
H. B. M. Consul, Seistan.

List of articles, required by the merchants of Birjand and Seistan for trade in Persia, by the Quetta-Nushki route, for which samples are required, as stated below.

SPICES.—Cinnamon, cardiman, cloves, pepper, turmeric, yellow and black myrabolam samples, and price per maund required.

GINGER.—Preserved in jars, price per 100 jars, or per jar. No sample required.

SAL AMONIAC.—If only one quality available no samples required, price per maund.

KALAI.—Used for tinning, if only one quality available no sample required, price per maund.

SULPHER MATCHES.—Sample of box required and price per gross.

CANDLES.—Price per 100 or gross packets required, samples of Nos. 4, 6 and 8 required.

WOOLLEN STUFFS, FLANNELS, MUSLINS, MULL-MULLS, SHEETINGS, CHINTZES, COTTONS, etc.,—Samples required of all possible patterns and prices, and of all varieties, prices per roll, length and width in English yards per roll and weight of each roll.

VELVETS, SATINS, SILKS, and BROCADES, Do. do.

BRASS, IRON, and COPPER SHEETS.—No samples required, price per maund.

COFFEE.—Green, unroasted berries, sample required, price per maund.

RICE.—Sample required, price per maund.

Prices given per maund should be, as requested, given, both in Bombay and in Quetta.

Articles of which samples are not required should be described, priced etc., on separate pieces of paper, in a similar manner to articles sampled.

5 or 6 samples should be sent of each article.

Any articles similar in nature to the above enumerated ones, should be sent in sample.

G. CHENEVIX TRENCH, Major,
H. B. M. Consul, Seistan.

BOMBAY CHAMBER OF COMMERCE, 12th November 1900.

Major G. CHENEVIX TRENCH, H. B. M. Consul, Seistan (via Quetta.)

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge, with thanks, the receipt of your letter No. 133, dated 9th September 1900, on the subject of the measures you propose to take for encouragement of British Trade in Persia by way of the Quetta-Seistan route. In doing so, I am to express to you the Committee's appreciative recognition of the energatic and practical efforts you are making, and to say that they have instructed me to receive and to forward to you such samples as are at their instance being prepared and sent in by Members.

2. The only difficulty we have so far encountered is that of the translation into Persian of the information required by you to be written on the obverse of the label ; and it seems doubtful whether this work would not be better and more cheaply done at your end by a clerk who could deal with samples from all sources. But I am now in a position to send you a somewhat varied batch of samples as shown on the accompanying list. Others will be forwarded from time to time as they may be received.

3. You will see that it has not, in all cases, been possible to supply on the label every item of information prescribed by your letter ; and there has been some doubt as to whether you desire that the price in Persian should be the Bombay Price as in English or the Persian selling price to be inscribed after calculation of cost of carriage, etc. The former alternative has been adopted and will be pursued.

4. There seems little doubt that in practice Quetta will draw most of its supplies from Karachi under the arrangement projected, for goods from Bombay must always be dearer than those from Karachi by the freight from Bombay to the Northern port.

5. You will see from the price list attached that quotations are given in the first group of columns for Bombay prices per maund plus freight and landing at Karachi, wharfage at Bombay and Karachi, and railway carriage from Karachi to Quetta by N. W. Railway. This last charge of Railway Freight from Karachi to Quetta would be collected from the consignee on arrival of the goods. Our informant regarding these Railway charges mentions that they are derived from the N. W. Tariff, but that they may conceivably be not quite correct.

6. In the second group of columns the Bombay price is repeated with the Railway freight by B. B. & C. I. Railway via Bhatinda from Bombay to Quetta. It will be seen that the latter route is dearer by Rs. 3 to 4 than the other.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX HH.

TOWN DUTIES.

No. 2871 of 1901.

MUNICIPAL CORPORATION OFFICE,
BOMBAY, 12th June 1900.

From the ACTING MUNICIPAL SECRETARY to the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honour by desire of the Committee of the Corporation, appointed as per margin, to invite your attention to the Municipal By-Laws (Section B. Refund, Rules III and XI copies annexed) on the subject of Town Duties.

"That a Committee, consisting of the following gentlemen, be appointed to report in consultation with the Municipal Commissioner, on the request of the Grain Dealers' Association, that the rule under which importation marks have to be entered in the form for the refund of town duty be not applied to grain exported by rail :—
The President.
Mr Vithaldas Damodar.
Mr. Manmohandas Ramji.
Mr. Dinsha E. Wacha.
Mr. Aoncio G. Viegas.
Mr. Haji Yoosof Haji Esmail.
No. 9093.

You will observe that by Rules I and II in the case of refund on grain, &c., exported by rail, the production of the import bill is obligatory before any refund can be allowed in respect of any such exportation, but that by Rule XI in the case of export of grain by sea, the production of the import bill is dispensed with and that refund can be obtained without such production. I am to request that you will be so good as to obtain and forward to me the opinion of the Chamber of Commerce on the advisability or otherwise of rescinding Rule XI and thereby enforcing the production of the import bill before refund of town duty can be claimed in respect of exports by sea also.—I have, &c ,

L. W. MICHAEL, Ag. Municipal Secretary.

BOMBAY CHAMBER OF COMMERCE, 22nd June 1900.

The ACTING MUNICIPAL SECRETARY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 2871, of the 12th instant, on the subject of Town Duties.

2. In reply, I am to say that the Chamber is not in favour of any alteration being made in the present system of granting refunds on grain exported by sea. The production of the import bill in the case of grain exported by rail is not attended with the trouble that would be involved in the case of shipments by sea, the reason being that cargo before being finally shipped passes through several hands, and discrepancies would in consequence often occur between declaration and export marks, in which case the refund would probably be forfeited. The new system would therefore lead to merchants being unnecessarily harassed, and the uncertainty of recovering refunds would also, the Committee fear, tend to hamper the sea-borne trade of Bombay.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

APPENDIX II.

LONDON DOCK CHARGES.

MADRAS CHAMBER OF COMMERCE, 19th January 1900.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I enclose copy of a circular issued by the London Chamber of Commerce with respect to the subject of London Dock charges, and beg to enquire whether it is the intention of your Chamber to take any action in the matter, and, if so, along what lines.—I remain,

A. C. LAWSON, Secretary.

BOTOLPH HOUSE, EASTCHEAP,

LONDON, E. C., 30th November, 1899.

LONDON AND INDIA DOCKS JOINT COMMITTEE.

DEAR SIR,—The attention of this Chamber has been called to the notice of an application to be made by the above Committee for leave to introduce Bills into the House of Commons next Session, for the following, amongst other purposes :—(*a*) Amalgamation, and (*b*) Repeal or alteration of provisions in Acts relating to the two Companies represented on Joint Committee conferring exemptions from rates and charging in respect of lighters, barges or other craft discharging or receiving ballast or goods in Docks, etc., and in respect of such ballast or goods.

At a meeting of Members of this Chamber and others interested a Resolution was passed recommending the Council of the Chamber to oppose these Bills in Parliament. At the same time I was instructed to inform you of the intention of the Chamber to strenuously oppose the suggestions contained in the latter Bill, as being contrary both to the custom which has obtained for a century, and to a legal decision recently given in the case of the "Burham Brick Lime and Cement Company, Limited, *vs.* The London and India Docks Joint Committee," which was brought into Court by the Cement Trade Section of the Chamber, under a special guarantee fund raised for the purpose.

My Council would therefore be glad to learn that it is the intention of your Association either to take similar and separate action, by petition to Parliament, and otherwise, or to co-operate with the Chamber should the necessity for combined as well as individual action arise. My Council will also be pleased to receive from time to time an account of the steps which your Association may take in this matter.—Yours, &c.,

KENRIC B. MURRAY, Secretary.
London Chamber of Commerce.

BOMBAY CHAMBER OF COMMERCE 25th January, 1900.

The SECRETAY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter of the 19th instant and in reply to say that the Committee of the Bombay Chamber of Commerce do not propose taking any action in the matter to which you call attention.—I am, &c.,

C. J. MICHAEL, Assist. Secretary.

APPENDIX JJ.

HORSE AND CATTLE DISEASE.

No. 1143 of 1900.

General Department,

Bombay Castle, 24th February 1900.

From J. DeC. Atkins, Esq., I. C. S., Secretary to Government, to the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to Government letter No. 4125, dated the 15th June 1899, I am directed to forward for the information of the Chamber, a copy of Government Resolution No. 1142, dated 24th February 1900, and of its accompaniment on the subject of the measures taken with the object of preventing the introduction of the tick pest into India —I have, &c.,

J. DeC. ATKINS, Secretary to Government.

General Department, No. 1142.

Bombay Castle, 24th February 1900.

Letter from the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 2—3—32, dated the 23rd January 1900 :—

"In continuation of Mr. Finucane's letter No. 98-3-986—3-20, dated 20th May 1899, I am directed to forward, for the information of the Governor in Council, a copy of a letter No. 99—4279, dated 27th September 1899, and enclosure, from the Government of Queensland, which shows the precautionary measures adopted in that Colony for disinfecting horses prior to their shipment to India.

"2. The Government of India consider it essential that Local Governments should keep themselves informed as to whether the procedure prescribed by the Queensland Government for shipment of horses from its ports is duly adhered to by the shippers, and that

they should satisfy themselves that it is effective in preventing the importation of the tick disease into this country. I am, therefore, to request that arrangements may be made for the inspection of all shipments of Queensland horses on their arrival at an Indian port, with a view to seeing that they are duly covered by a certificate in the prescribed form and bearing the official stamp of the port of embarkation, and that the horses are free from ticks. Should any shipment be without the prescribed certificate, or should ticks be found on any of the horses, arrangements should be made with the consignees for the segregation of the cargo, and the case reported to the Government of India. In the event of ticks being found, specimens should be supplied for examination to the Inspector General, Civil Veterinary Department.

"3. Instructions in this sense have been issued to the Superintendents of the Army Remount Department stationed at the ports, and I am further to request that the Port Health Officer and a Veterinary Surgeon may be instructed to assist in carrying out the precautionary inspection which the Government of India consider necessary. If a Veterinary Officer can be deputed by the Director of Army Remount Department to make the inspection and to undertake the carrying out of these arrangements, a Veterinary Officer of the Civil Veterinary Department or a Veterinary Surgeon will not be required.

"4. In conclusion, I am to request that all firms interested in the horse trade may be informed that if Queensland horses are introduced into India in infraction of the agreement come to between the Queensland and Indian Governments, or if ticks are actually found on any shipment, the Government of India will be obliged to put the Live Stock Importation Act IX of 1898 into force, and to enforce strict quarantine under the rules which have been prepared, but which are for the present suspended in the hope that the aforesaid agreement may provide a sufficient safeguard to the agricultural interests of this country."

RESOLUTION.—Copies of the Government of India's letter and enclosure should be forwarded to the Commissioner in Sind, the Commissioners of Divisions, the Commissioner of Customs, Salt, Opium and Abkari, the Survey Commissioner and Director of Land Records and Agriculture, the Superintendent, Civil Veterinary Department, and the Principal,

Bombay Veterinary College, with reference to Government Resolution No. 4124, dated 15th June 1899. The Principal should be requested to take the necessary action with reference to paragraphs 2 and 3 of the letter, in consultation with the Port Health Officer and the Director of the Army Remount Department.

2. The Principal should also be requested to address all firms interested in the horse trade as desired in paragraph 4 of the Government of India's letter.

3. Copies of the papers should be forwarded to the Municipal Commissioner for the City of Bombay, the Chairman, Bombay Port Trust, and the Secretaries, Chambers of Commerce, Bombay and Karachi.

J. DEC. ATKINS, Secretary to Government.

To

The Commissioner in Sind,

The Commissioners of Divisions,

The Survey Commissioner and Director of Land Records and Agriculture,

The Commissioner of Customs, Salt, Opium, and Abkari,

The Superintendent, Civil Veterinary Department,

The Principal, Bombay Veterinary College,

The Municipal Commissioner for the City of Bombay,

The Chairman, Bombay Port Trust,

The HealthOfficer of thePort of Bombay,
The Sanitary Commissioner for the Government of Bombay,
} With Copies of Government Resolution No. 4124, dated the 15th June 1899.

All Collectors including the Collectors and Deputy Commissioners in Sind,

The Remembrance of Legal Affairs.

The Marine Department of the Secretariat,

The Secretary, Chamber of Commerce, Bombay,
The Secretary, Chamber of Commerce, Karachi,
} By letter.

No. 99—4279, DATED BRISBANE, the 27th September 1899.

From The CHIEF SECRETARY to the GOVERNMENT of QUEENSLAND to the SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture.

In reply to your letter of the 8th ultimo asking for information as to the precautions taken in this Colony against the possible introduction of the tick pest into India by means of horses imported into that country from Queensland, I have the honour, by direction, to inform you that horses can only be shipped to India from the ports of Brisbane, Gladstone, Rockhampton, Bowen and Townsville, at each of which is stationed a Government Veterinary Inspector, who is a Member of the Royal College of Veterinary Surgeons. Before the horses reach the port of shipment, they are examined by the District (inland) Inspectors, and travel to port on the Inspector's permit. If they come from a district in which cattle ticks have been known to exist, they are, before being moved, thoroughly dipped or disinfected, and on arrival at the port of shipment are twice disinfected by the Government Veterinary Inspector at that place. The latter officer then issues his certificate that the horses are free from disease or infection: a form of this certificate is forwarded herewith for your information.

VETERINARY CERTIFICATE.

I, , a Member of the Royal College of Veterinary Surgeons, England, and duly appointed Government Veterinary Inspector for the port of in the Colony of Queensland, having duly examined the (number in words) horses, more particularly described in the following Schedule, and intended to be shipped by the to and having thoroughly disinfected the said horses twice previous to their being shipped, do hereby solemnly and sincerely declare that the said horses are free from disease or infection; and I make this solemn declaration conscientiously believing the same to be true and in accordance with the provisions of the "Oaths Act of 1867."

M. R. C. V. S.

Declared before me at
this day of 19 .

J. P.

Schedule above referred to.

Description.	Brands or marks.	Name of Shipper.	Consignee and Destination.

Veterinary Inspector.

CIRCULAR No. 72-L OF 1900.

DATED PAREL, BOMBAY, 3rd March 1900.

INSPECTION of all Shipments of Queensland Horses arriving at an Indian Port with a view to preventing the IMPORTATION of the Tick pest into India.

All firms or persons interested in the Horse trade of Bombay are hereby informed that if Queesland horses are introduced in infraction of the agreement come to between the Queensland and the Indian Governments, or if ticks are actually found on any shipment, the Government of India will be obliged to put the Live Stock Importation Act IX of 1898 into force, and to enforce a strict quarantine under the rules which have been prepared, but which are for the present suspended in the hope that the aforesaid agreement may provide a sufficient safeguard to the agricultural interest of this country.

2. I am, therefore, to request that all shipments of Queensland horses on their arrival at the Port of Bombay should be duly covered by a certificate in the prescribed form, copy of which will be found on the reverse, and bearing the official stamp of the port of embarkation, that the horses are free from ticks. Should any shipment be without the prescribed certificate or should ticks be found on any of the horses, arrangements will be made with the consignees for the segregation of the cargo.

3. The terms of the agreement made by the Queensland Government will be found in letter No. 99-4279, dated Brisbane, the 27th September 1899, from the Secretary to the Government of Queensland to the Secretary to the Government of India, Department of Revenue and Agriculture, copy on the reverse.

J. BRODIE-MILLS, Veterinary-Major, A.-V.-D.,
Principal, Bombay Veterinary College.

APPENDIX KK.

BOMBAY PORT TRUST.

No. 3474.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 16th August 1900.

To the SECRETARY to GOVERNMENT, Marine Department.

SIR,—The attention of the Trustees has been attracted to the Proceedings of the Legislative Department, published in the *Government Gazette* of 19th June 1900, notifying the intention of Government to introduce Bill No. IV of 1900 with the object of reducing, from 10 to 5 per cent., the special rebate allowed the Port Trust from the General Tax leviable by the Municipality, and I am directed by the Board to submit a respectful protest against the proposed measure.

2. In doing so, it is necessary that reference should be made to the proceedings which led to the rebate being fixed at 10 per cent. The assessment of the Port Trust properties was originally settled under the provisions of Section 36 of the Bombay Port Trust Act, 1879, which was as follows :—

> " The Board shall pay annually, on the 30th day of September, to " the Municipal Corporation of the City of Bombay, a lump sum, " which shall be calculated at the following rates, namely :—
>
> " (*a*) for the period commencing on the 1st day of October " last, preceding the date on which this Act comes into " force and ending on the day next previous to the date " fixed by the Governor in Council, under Section 29, at " the rate of fifty thousand rupees per annum.
>
> " (*b*) for the period commencing on the date fixed as aforesaid " and ending on the 25th day of June 1883, at the rate " of sixty thousand rupees per annum ; and

"(c) thereafter at such rate as the Governor in Council shall, "from time to time, determine.

"The said payment shall be in lieu of the consolidated rate levi- "able by the said Corporation, to which the property, "hereby vested in the Board, or some portion of the "same, would otherwise be liable to be assessed."

3. The lump sum ordered to be paid under the above Section Clause (c) from end of June 1883 to 31st March 1884, a period of nine months, was Rs. 75,000, being at the rate of Rs. 1,00,000 per annum.

4. In order to explain the apparent smallness of the payments then made by the Port Trust, as compared with the present times, it may be stated that the first Dock was opened and all the foreshore properties purchased in 1880, and it was not till then that the Trust commenced to assume its present proportions.

5. The average revenue of the Trust, up to March 1883, that is to say, for the first 10 years, was only Rs. 17,08,700. In 1883-84, the revenue had risen to Rs. 35,03,700. The Municipal Commissioner then made a representation to Government that the amounts paid theretofore had not been calculated according to any methodical system, and desired that the assessment of the Port Trust Estate should thenceforth be made upon the principles accepted in regard to other assessments in Bombay, which have been authoritatively laid down by the Courts in England.

Vide para. 4 of Government Resolution, Marine Department, No. 400, dated 19th September 1885.

6. The Municipal Commissioner accordingly submitted calculations, based on the revenue of 1883-84, claiming a sum of Rs. 2,08,574 per annum, and the Trustees put forward other calculations giving reasons why the consolidated rate should not be fixed at a higher sum than Rs. 1,27,796 per annum.

7. Government, under the provisions of Section 36, Clause (c), above quoted, determined that the assessment, on ordinary principles, should be Rs. 1,79,100, and, in giving their decision, made the following declaration :—

"Para. 22 of Government Resolution, Marine Department, No. 400, "dated 19th September 1885 :—

"The question still remains whether the Port Trust property "ought to be rated according to the same strict principles which

" govern the rating of private property. The Governor in Council " is of opinion that the Legislature intended that the Port Trust, " as a great public institution, which has always done much, and " will certainly do more, towards promoting the welfare of the " city of Bombay, should be treated with some favour and consi- " deration in regard to its liability to Municipal duties. It is also " to be remembered that within the enclosure of the docks and " wharves the Municipality renders but little service to the Trust, " though it may, at any moment, be called upon to maintain the " roads ; and also that, in dealing with the Port Trust, the Muni- " cipality is spared all the cost of collection. Under these circum- " stances the Governor in Council considers that it will not be an " undue measure of favour and consideration if the ordinary rates " be reduced in the case of Port Trust property by 10 per cent. " all round. "

" This was done, and the account then stood as follows :—

Assessment on ordinary principles...Rs.	1,79,100
Deduct 10 per cent. ... ... „	17,910
Balance Rs.	1,61,190

And Government, accordingly, determined that Rs. 1,61,190 should be the lump sum payable by the Trust. This sum was paid annually for a period of five years, and the calculations for two subsequent quinquennial periods were based on the general lines that Government then laid down.

8. Meanwhile, in 1887, the present Municipal Act (Act No. III of 1888) was passed by the Legislature ; and for Section 36 of the Bombay Port Trust Act, 1879, the following Section was then substituted, namely :—

" 36. The Board shall pay annually, on the 30th day of Sep- " tember, to the Municipal Corporation, of the City of Bombay, in " lieu of the general tax leviable by the said Corporation, in respect " of the property or some portion of the property vested in the " Board, which would otherwise be liable to be assessed to the said " tax, a sum ascertained in the manner provided in the Sub- " sections (2) and (3).

" (2). The rateable value of the buildings and lands in the " City, vesting in the Board, in respect of which the said tax " would be leviable from the Board, shall be fixed, from time to

" time, by the Governor in Council. The said value shall be fixed, " with a general regard to the provisions contained in the City of " Bombay Municipal Act, 1888, concerning the valuation of pro- " perty assessable to property-taxes, at such amount as the Gover- " nor in Council shall deem to be fair and reasonable. Every such " decision of the Governor in Council shall hold good for a term " of five years, subject only to proportionate variation, if in the " meantime the number or extent of the buildings and lands, vest- " ing in the Board, materially increases or decreases.

" (3) The sum to be paid annually to the Corporation by the " Board shall be nine-tenths of the amount which would be " payable by an ordinary owner of buildings or lands in the City, " on account of the general tax, on a rateable value of the same " amount as that fixed under Sub-section (2)."

9. * The Hon'ble Mr. R. West, in submitting the amended section to the Council in March 1888, spoke as follows :—

* *Vide* extracts from reports of Council Meeting.

" Though the Port Trust realises very great sums, they have " only *quasi* beneficial occupation ; it may be called upon to " contribute to the General fund of the Municipality, not so much " as the private property owner, but something more than " Government. A medium line has been drawn for it between " Government and private property owners in this respect : " Government 80, the Port Trust 90, and the private owners " 100 per cent."

The Hon'ble Mr. Forbes Adams supported the amendment.

The Hon'ble Mr. P. M. Mehta, on the other hand, who may be said to have represented the views of the Municipality, observed that " the " Port Trust should be placed on the same footing as others, but a certain " deduction should be made, in consideration of the fact that the amount " payable is paid in a lump sum and there is no danger of trouble in col- " lecting or of litigation to enforce payment." * * * " I would allow, " then (he said), in consideration of the facts I have stated, a reduction " of three, four, or even five per cent. That I consider to be a fair " allowance." On a division being taken at the Legislative Council meeting referred to, the amended Section, that is to say, the section which is now in force, was carried.

10. The principle on which the rebate is allowed to the Trust was thus twice affirmed by Government in a marked manner. By the present proposal that principle will be maintained, but the rebate will be reduced from 10 to 5 per cent., in order to relieve the Municipality of some portion of the burden thrown on it by the Plague operations.

11. The Municipal Corporation has asked that the Trustees should contribute 6 lakhs to that purpose ; and the Trustees, for the reasons set forth at length in their letter No. 1322, dated 22nd March 1899, had declined to do so. Their contention briefly was that their liability in this respect is discharged by their payment of the enhanced General Tax, which the Municipality has resolved to levy on all properties in the City, and that such payment, being assessed according to the ordinary principles of rating, established by law and practice, it is the Trustees' proper share. That nothing further was due from the Trustees in respect of the Plague operations. If larger interests have been involved, and the burden is more than the City can or should bear, the question then becomes one for the consideration of the general tax-payer but there appear to be no grounds why the trade of Bombay, from amongst the many interests affected, should be singled out for the imposition of a heavy tax.

12. The effect, however, of the present proposal of Government is to overrule the Trustees' objections. It means that, instead of 6 lakhs, the Trustees will be saddled with an annual recurring charge, which at present will amount to about Rs. 14,000, and will increase proportionately in the future with the development of the Trustees' revenue. It practically makes up at present the interest on 3 lakhs and provides also for the accumulation of a Sinking Fund which will extinguish a loan of this amount in 50 years.

13. In the statement of Objects and Reasons, the rebate of 10 per cent. is said to be excessive and might be reduced to 5 per cent. with fairness both to the Municipality and the Port Trust. There can, however, be no doubt, from the previous history of this question, that originally Government was of another opinion and considered a rebate of 10 per cent. nothing more than the Trust was entitled to. It has now to be seen whether any changes have since taken place to justify a reduction, and whether the operations of the Trust have less public usefulness than they had then, or that the Municipality renders the Trust more services.

14. The Trust has certainly grown greatly in the 12 years that have elapsed, as shown by the Revenue which has risen from forty lakhs in

1888 to fifty-three in last year, but, the realizations of the Municipality in regard to the general tax, which is the subject of the present discussion, have proportionately increased, while it will be shown no new duties have devolved on that body.

15. But before stating the arguments the Trustees may urge against any reduction, it is necessary to explain that, although in Section 36 it is laid down that the rateable value of Port Trust land and buildings shall be fixed *with a general regard* to the provisions of the Municipal Act, which might imply that concessions may be made, the assessment of the Port Trust properties is really made on the ordinary principles of rating. In the peculiar circumstances of the case the Trust properties, being unlike other properties in the City, items occur regarding which there is a give-and-take between the two bodies in order to effect a settlement, but the balance of advantages has certainly not been in the Trustees' favour. The Trustees, in other words, pay exactly what a private owner would pay, and the only distinction between the two is the rebate in question.

16. The Docks furnished a very good illustration of the Trustees' argument. Government, it will be observed (*vide* para. 7), drew attention to the fact that the Municipality rendered but few services in the Docks. The actual facts show that the proportion of the general tax, payable by the Docks, adding the rebate, has been fixed in the Port Trust Budget at about Rs. 1,05,000; but in view of the recent considerable improvement in Dock Revenue, as compared with the Bunders the proportion payable by the Docks will be increased. An adjustment of the proportion awaits the settlement of the amount of the general tax for the fourth period of 5 years, which is now under discussion with the Municipality. But the proportion payable by the Docks will be increased to at least Rs. 1,25,000.

17. The Municipality do the lighting at a cost of about Rs. 12,000 a year and allow the Trustees Rs. 26,000 for the maintenance of the wharves, and this is the whole extent for their services. Everything else, including police and special fire-service, is provided at the cost of the Trust. The total cost of the Docks to the Municipality is, therefore, Rs. 38,000 per annum, and the property-tax paid them is Rs. 1,25,000, leaving a balance in their favour of Rs. 87,000 per annum.

18. The Municipality would probably argue that the Docks benefit from the Municipal expenditure elsewhere. Perhaps so; but certainly not to this extent, and the argument is of little account when it is seen that the

bulk of the trade is confined to the Trustees' property and has, in the general tax levied, on shed and ground-rents, already paid for Municipal services.

19. The case of the Docks proves two points :—

First, that the amount paid by the Trust is in excess of the value of the service actually rendered, and

Secondly, that while those services are no more than they were in 1838, the Trustees' payment has increased in amount.

20. But it is not at the Docks alone that the Trustees' argument is proved. If a more general view be taken it will be seen that in 1899-1900 the general tax, realised by the Municipality from the Trust properties, was a *ninth* of the total income from this tax. Can the Municipality show that the expenditure on the Trust properties is anything like this proportion? If, as is believed, they cannot do so and the services they render cost very much less than the money they receive, then the argument for reducing the rebate must fall to the ground.

21. These are the reasons for the Trustees' protest and, although it has been oft repeated and oft overlooked, they would again point out that the wharfage fees levied by the Trust, from which a large portion of their income is derived, are fixed, not according to the measure of convenience afforded, but according to the financial requirements of the Trust ; that the Trust has to pay 4½ per cent. interest on the large debt due to Government for the purchase of the original property, and that as this interest is not earned by the land, the deficiency has to be made up from wharfage, which is a direct tax on the trade. But the land has been taxed for full value by the Municipality as well as the wharfage, so that the trade has already, to some extent, been taxed twice in favour of the Municipality.

22. I am to express the hope that, on consideration of the Trustees' case, Government may be pleased to withdraw the proposed bill, but that if Government are unwilling to concede to the Trustees' application in its entirety, they will, at any rate, provide that the rebate shall revert to 10 per cent. when the period of the plague loans expire.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 5th September 1900.

The SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have had under consideration the Bill introduced in the Legislative Council of H. E. the Governor of Bombay on 25th August 1900, for the purpose of reducing, from 10 to 5 per cent., the special rebate hitherto allowed the Port Trust from the General Tax leviable by the Municipality; as also the remarks of the Hon'ble Member (Sir Charles Ollivant) in moving the first reading of the proposed measure. They have further had the opportunity of perusing the communication No. 3474 dated 16th August 1900, addressed by the Trustees of the Port to Government, and whilst agreeing with the arguments therein advanced, I am respectfully to beg, on behalf of the members of the Bombay Chamber of Commerce, that the matter may be reconsidered by Government in the light of the data placed before them.

2. It seems to my Committee that the Bill in question, if passed into law, will establish a principle which would be contrary to what, they understand, has always been maintained by Government, and that the increased taxation, apart from assisting the Municipality in carrying out functions which legitimately belong to it, would open the door to further calls being made in the future on the Trustees' revenue. It must also be borne in mind that the Bombay Port Trust is a body formed solely for the purpose of fostering trade; and is not a profit-earning Institution; also that when its receipts show an appreciable net increase, a corresponding advantage is secured to the trade by the lowering of dock-dues and other charges appertaining to the Port. It will be seen therefore that any extra taxation of the character contemplated by the Bill under reference will have the effect of deterring the Trust from allowing similar facilities in future; and the consequent increase in Port charges which would ultimately ensue, with a view to

balancing the income and expenditure of the Trust, would not only be an additional burden on importers and exporters but would tend to check the development of the trade of the port.

3. In England, the Committee understand, the Harbour Trusts have been separated from Corporations because it was contended, and with good reason, that the revenue derived from the rivers and waterways, instead of being used for lighting and paving streets, should be utilized solely for the benefit and expansion of trade; and that a like view was entertained by Government in regard to the Bombay Port Trust is evident from what transpired in 1883 and again in 1887 when the question of the assessment of Port Trust property was under consideration. Indeed, the principle on which the present rebate was allowed to the Trust was affirmed when the Hon. Sir Raymond West, in speaking at the Legislative Council Meeting in March 1888, stated that: "Though the Port "Trust realises very great sums they have only quasi-beneficial "occupation; it may be called upon to contribute to the "general fund of the Municipality, not so much as the private "property owner, but something more than Government. A "medium line has been drawn for it between Government and "private property owners in this respect: Government 80, the "Port Trust 90, and the Private owners 100 per cent."

4. My Committee contend that no just cause has been shown to justify Government going back on the conclusions come to in the years 1883 and 1887, and they fail to see why the Port Trust should be singled out to pay an increased percentage of the expenses incurred by the Municipality in the suppression of plague. They would therefore respectfully deprecate any change in the policy hitherto pursued by Government in respect of the two Institutions.—I have, &c.,

WILLIAM GREAVES, Chairman.

APPENDIX LL.

PLAGUE AND QUARANTINE RESTRICTIONS.

BOMBAY CHAMBER OF COMMERCE, 1st February 1900.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—The attention of the Committee has been called to the regulations (copy enclosed) laid down by the Principal Medical Officer, Madras Command, in regard to the disinfection of woollen blankets manufactured in India, which, it has been represented to the Chamber, add greatly to the cost of manufacture and so handicap manufacturers in Bombay with their competitors who are outside the plague affected areas.

In a communication addressed by the Chamber to Government, under date 10th March 1897, the Committee called attention to the institution of similar regulations by the Medical Board of Calcutta in regard to the imports of woollen goods from Bombay, and in the letter addressed by the Government of Bengal to the Bombay Government—No. 314-2/M dated Darjiling, 5th June 1897—it was laid down that baled goods were not required to be disinfected previous to exportation from Bombay. I am accordingly to beg that His Excellency the Governor in Council may be pleased, under the circumstances, to address the Government of Madras, with the view of obtaining the removal of the prohibition against the importation of similar goods into Madras.—I have, &c.,

C. J. MICHAEL, Assistant Secretary.

No. 4080 OF 1900.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 28th June 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 1st February 1900, on the subject of the regulations laid down by the Principal Medical Officer, Madras Command, in regard to the disinfection by moist heat of woollen blankets manufactured in India, I am directed to forward, for the information of the Chamber, copy of a letter from the Government of India, No. 3188-D., dated 19th May 1900.—I have, &c.,

H. S. LAWRANCE, Under Secretary to Government.

No. 3188 D.

Sanitary.

GOVERNMENT OF INDIA,
MILITARY DEPARTMENT,
SIMLA, 19th May 1900.

To the SECRETARY to the GOVERNMENT of BOMBAY, Revenue Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 2389, dated 11th April 1900, submitting correspondence on the subject of the regulations laid down by the Principal Medical Officer, Madras Command, requiring the disinfection, by moist heat, of woollen blankets manufactured in India, and requesting that orders may be issued exempting from such disinfection, any baled goods of the description mentioned that may be imported into the Madras Command.

2. In reply I am to say with reference to the instructions referred to, which were presumably issued to the Commissary General of the Command, under the authority of the Lieutenant General Commanding, that the disinfection of baled goods is unnecessary, and that the Lieutenant General Commanding will be so informed.—I am, &c.,

F. G. CARDEW, Ag. Secy. to the Govt. of India.

Copy of the foregoing forwarded to :—
The Home Department.

No. , dated 12th January 1900, from Principal Medical Officer, Madras Command, to Commissary General, Madras Command.
No. 7416, dated 15th February 1899, from Commissary General, Madras Command, to Messrs. Binny & Co., Agents, Secretaries and Treasurers, Bangalore Woollen Mills Company.

The Principal Medical Officer, H. M.'s Forces in India, with copy of the correspondence noted in the margin, with a request that the further necessary action in this matter may be taken under the orders of His Excellency the Commander-in-Chief.

BOMBAY CHAMBER OF COMMERCE, 6th July 1900.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge with thanks the receipt of your letter No. 4080 of the 28th ultimo, and of its accompaniment, in regard to the disinfection by moist heat of woollen blankets manufactured in India, respecting which the Chamber addressed Government on 1st February 1900.—I have, &c.,

WILLIAM GREAVES, Chairman.

BOMBAY CHAMBER OF COMMERCE, 25th April 1900.

The SECRETARY to GOVERNMENT, General Department (Plague).

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been called to the restrictions in force at Aden in regard to cargo arriving from plague infected ports, and it has been represented that the method adopted by the authorities in the matter is likely to put a stop to trade between Bombay and the Port mentioned, if the restrictions complained of are not modified at an early date.

2. The information before the Committee is to the effect that the landing of cargo from the steamers at private wharves has been forbidden and that all cargo has now to be taken to Slave Island, which is a considerable distance from the shipping and can only be approached by a temporary wooden erection,

partly fixed and partly floating. This arrangement causes much inconvenience to traders, necessitates extra expenditure and is so impracticable that some steamers are already refusing to carry cargo to Aden. Apart from the foregoing all cargo, including grain and food stuffs, is subjected at Slave Island (where the risk of theft must be considerable), to 14 days exposure to the sun for disinfection purposes, after which the cargo has to be re-shipped and brought to the wharves in the Settlement to be taken delivery of.

3. In this connection I am instructed to invite the attention of Government to the Notification No. 2536 P, dated 11th April 1899, regarding the measures adopted at Colombo in connection with the treatment of healthy vessels arriving at that Port. These measures, it will be noticed, are by no means so stringent as the regulations in force at Aden in respect of the landing of goods. Moreover, it will be seen from section IV of the Venice Sanitary Convention that grain and other food stuffs (which are subjected to such harsh treatment at Aden) are not included in the list of commodities which are classed as susceptible to plague and the import of which may be prohibited. I am also to invite the attention of Government to a communication addressed to the Chamber on 19th February 1897, by Mr. E. H. Hankin, M. A., Chemical Examiner and Bacteriologist, North-West Provinces and Oudh, in which it was shewn very clearly that the various descriptions of grain and flour usually stored and shipped from Bombay contained no trace of the plague microbe. (*See* page 209 of Chamber's Report for 1897.)

It seems to the Committee of the Chamber that the restrictions at Aden are both unnecessary and impracticable and I am to express the hope that H. E. the Governor in Council may be pleased to take such action in the matter as may lead to a modification of the restrictions complained of, sufficient to prevent the trade being unnecessarily hampered.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. $\frac{3091}{P}$ of 1900.

GENERAL DEPARTMENT (Plague),
BOMBAY CASTLE, 14th May 1900.

From Captain J. K. CONDON, I. S. C., Under-Secretary to Government, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 25th ultimo, regarding the restrictions in force at Aden on cargo arriving from infected ports, I am directed to inform you that a communication has been made to Aden on the subject and the reply is awaited.—I have, &c.,

J. K. CONDON, Captain,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 18th May 1900.

The SECRETARY to GOVERNMENT, General Department, (Plague).

SIR,—I have the honour to acknowledge with thanks the receipt of your letter No 3091-P of the 14th instant, in regard to the restrictions in force at Aden on cargo arriving from infected Ports.

2. Since addressing Government on the subject, under date 25th ultimo, information has reached my Committee through members interested in the trade between Bombay and Aden, that the authorities at the latter Port have now allowed goods arriving from Bombay and Calcutta to be landed at Maala Pier. But it has been represented to the Chamber that the accommodation at Maala Pier is wholly inadequate for all Bombay and Calcutta cargo in addition to the traffic from and to native craft which passes over the Pier. I have therefore the honour to beg that H. E. the Governor in Council may be pleased to authorise the landing of cargo at Aden, both at private and public wharves ; and I am to say that if Government can see their way to grant this further concession, it would be much appreciated by the wharf owners and the mercantile community in general.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. $\frac{3558}{P}$ OF 1900.

GENERAL DEPARTMENT (Plague).
BOMBAY CASTLE, 8th June 1900.

From SIR ANDREW WINGATE, K. C. I. E., I. C. S., Secretary to Government; to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3091-P, dated 14th ultimo, I am directed to acknowledge the receipt of your further communication dated 18th ultimo and to state that a report has now been received from the Political Resident at Aden.

2. In your first letter, dated 25th April last, you represented that—

(a) the landing of cargo from steamers at private wharves has been forbidden at Aden.

(b) all cargo has to be taken to Slave Island.

(c) all cargo, including grain and other food stuffs, is subjected at Slave Island to 14 days' exposure to the sun.

3. In reply I am to say that plague first showed itself in the coolie lines on the wharves belonging to Messrs. Cowasji Dinshaw and Brothers and Luke Thomas & Company and these wharves were closed and after consulting a meeting of leading merchants and shipping agents, the Political Resident selected Slave Island. But it appears that the landing place was never used though an expenditure of Rs. 5,000 was specially incurred in constructing a jetty there and permission to land cargo at Obstruction Pier was given. Nor was the order to expose cargo to the sun for 14 days made operative. For a short time there was exposure for 4 days. Finally the Political Resident permitted cargo to be landed at any wharf except cargo from infected ports which could only be landed at Maala and no exposure to the sun was enforced.

4. In your letter of the 18th ultimo you notice this concession, but point out that Maala Pier is wholly inadequate for all Bombay and Calcutta cargo in addition to the traffic which passes over the Pier from and to native craft, and you request that Government may be pleased to authorise the landing of all cargo at Aden both at private and public wharves.

5. In reply I am to say that plague has decreased at Aden and the Political Resident has been instructed that he may remove all restrictions on the landing of cargo at private and public wharves.—I have, &c.,

J. K. CONDON, Captain, for Secretary to Government.

APPENDIX MM.

CONVEYANCE OF MATCHES OVER OPEN LINES OF RAILWAY.

No. 2917 of 1900.

P. W. Department, Railway Branch,
Bombay Castle, 10th November 1900.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—Adverting to the correspondence ending with my No. 981, dated the 29th March 1898, I am directed to forward, herewith, for the information of the Chamber a copy of a Circular by the Government of India in the P. W. Department, No. XII, Railway, dated the 17th October 1900, and enclosure, sanctioning the adoption of certain corrigenda regarding the carriage of matches under the General Rules for working open lines of railway.—I have, &c.,

W. HOWARD, Offg. Under Secretary,
For Offg. Secretary to Government.

Circular No. XII, Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

Simla, 17th October 1900.

General Rules of 1895 for working open lines of railway in British India administered by Government.

Modification of Part II, Chapter III, rule 14 and rule III, Appendix A.

Read—

Section 47 of the Indian Railways Act, IX of 1890.

Government of India, Public Works Department, notification No. 118, dated the 21st March 1895, and the Government of India circular No. 6, Railway, dated the 12th March 1895.

Read also—

Government of India, Public Works Department, notification No. 104, dated the 10th March 1898, and the Government of India circular No. 1 Railway, dated the 3rd March 1898.

Letter from the Government of Burma, No. 668-48 T. R., dated the 22nd April 1899.

Memorandum from the Secretary, Railway Traffic Conference, No. 52, dated the 14th November 1899, and its enclosure.

Letter from the Government of Burma, No. 553-18 T. R., dated the 12th April 1900, and its enclosure.

OBSERVATIONS.—In the circular by the Government of India, No. 1 Railway, dated the 3rd March 1898, certain additions were made to rule III (7) of Appendix A to the open line General Rules regulating the packing of matches, lucifer and vesuvian, and in paragraph 2 of the resolution to the above circular it was also directed that "safety" matches should be held as coming under the definition of "lucifer" matches and that no distinction should be observed between "safety" and other matches in regard to packing and other conditions of carriage.

2. Rule 14 of Part II of the open line General Rules declares the following kinds of matches to be Dangerous ;—

(*i*) Congreve,

(*ii*) Lucifer, and

(*iii*) Vesuvian.

The note to rule III (7) (2) and rule III (7) (3) of Appendix A to the said rules lays down special conditions for packing "lucifer" and "vesuvian" matches only, and requires "Congreve" matches to be packed in accordance with rule 7 (1) and (2) of the same appendix.

3. As the existing rules do not sufficiently or correctly define the different descriptions of matches, the Governor-General in Council has had the matter under re-consideration in connection with the recommendation made in the correspondence from the Government of Burma and the Secretary to the Railway Traffic Conference, read in the preamble, for the carriage by railway of safety matches in the tins in which they are imported without the protection of outer wooden cases.

4. Matches may be divided broadly into two classes, *viz.* :—

(*a*) "Matches, non-safety," that is, those which ignite by simple friction, and

(*b*) "Matches, safety," that is, matches which require to be rubbed on the prepared surfaces on the box which contains them to be ignited.

5. The difference between the two classes of matches is that "matches non-safety," have phosphorus in the composition with which they are tipped, whereas with "matches, safety," the phosphorus is contained in the prepared surfaces on the box. The phosphorus on the "match, non-safety" makes it *easily* kindled by *friction*, whereas the "match, safety," will practically only ignite when rubbed on the prepared surfaces on the box which contains the matches, or on the prepared surface of a box containing matches of similar manufacture, though it may be possible to ignite it with excessive friction apart from such box.

6. In the carriage of "matches, safety" there is considerably less danger than in the carriage of "matches, non-safety."

7. The Governor-General in Council therefore considers that while the carriage of "matches" should continue to be governed by the rules in Appendix A, Rule III (3) of the General Rules for open lines of railway, the rules for the carriage of "matches, safety," hitherto classed as "lucifer and vesuvian," should be amplified to permit of the carriage by railway of "matches, safety" in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2′ × 1′ × 1′, weighing approximately 13½ seers and do not contain more than 120 packets of "matches, safety."

8. As the changes and modifications which it is now proposed to make are not of a contentious nature, it has been further suggested that, as a matter of convenience, they should be applied to the various railway systems which have adopted the rules, instead of adopting the usual method of requiring each railway administration to apply for leave to adopt them.

RESOLUTION.—In exercise of the powers conferred by section 47 (4) of the Indian Railways Act, IX of 1890, the Governor-General in Council is pleased to sanction the adoption, on all railways whether in British India, in foreign territory, or in Native States, to which the General

Rules of 1895 for working open lines of railway apply, of the accompanying corrigenda to the said General Rules which were promulgated with the Government of India circular No. 6, Railway, dated the 12th March 1895, as modified by the Government of India circular No. 1, Railway, dated the 3rd March 1898.

ORDER.—Ordered that this circular, with the accompanying corrigenda be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890, and that a copy thereof be kept open for inspection as directed by sub-section (6) of the same section.

Ordered, also, that this circular, and its enclosure, be communicated to, the Local Governments and Administrations, and to the officers noted in the margin for information and guidance, and to the Governments of the North-Western Provinces and Oudh and the Punjab, the Honourable the Chief Commissioner of the Central Provinces, the Honourable the Resident in Mysore, the Honourable the Agents to the Governor-General in Central India and Baluchistan, and to the Accountant-General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal and Burma.
The Honourable the Chief Commissioner of Assam.
The Honourable the Resident at Hyderabad.
The Honourable the Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers of the North-Western, Oudh and Rohilkhand, Eastern Bengal, and East Coast (State) railways.

By order,
NEVILLE PRIESTLEY,
Offg. Under-Secy. to the Govt. of India.

Enclosure to the Government of India circular No. XII, Railway, dated the 17th October 1900.

Corrigenda to the General Rules for open lines of railway in British India, which were promulgated with the Government of India circular No. 6, Railway, dated the 12th March 1895, as modified by the Government of India circular No. 1, Railway, dated the 3rd March 1898.

Part II, Chapter III, Rule 14—

For the entries—

Matches, Congreve,	...	...	...	...	C
„ lucifer ...	...	...	...	...	C
„ vesuvian	...	...	...	...	C

Substitute—

Matches, non-safety	...	...	...	...	C
„ safety ...	...	...	...	...	C

Appendix A, Rule III (7) (2) *Note—*

Delete "(lucifer or vesuvian)"

Appendix A, Rule III (7) (3)—

Delete "(lucifer and vesuvian)" *and add the following at the end of the rule—*

"Matches, safety," may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages that they do not exceed a limit in size of 2′ × 1′ × 1′, weighing approximately 13½ seers, and do not contain more than 120 packets of "matches, safety."

Note.—Matches which ignite by simple friction should be considered as coming within the class "matches, non-safety" while those which require to be rubbed on the prepared surfaces of the box which contains them to be ignited should be considered as coming within the class "matches, safety."

BOMBAY. CHAMBER OF COMMERCE, 29th November 1900.

The SECRETARY to GOVERNMENT, P. W. D., Railway Branch, Bombay.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 2917, dated 10th November forwarding copy of a Circular sanctioning the adoption of certain corrigenda regarding the carriage of matches under the General Rules for open lines of railway.

I am, however, to say that after careful consideration the purport of one of the said corrigenda remains to my Committee uncertain.

Appendix A, Rule III (7) (3) is as follows:—"The outer "wooden cases used for the carriage of matches (lucifer and "vesuvian) shall be of the following thickness of wood :—Gross "weight of case with contents not exceeding 4 mds. in weight "½ inch thick throughout; gross weight of case with contents "exceeding 4 mds. ⅝ inch thick throughout." The corrigendum says :—"Delete '(lucifer and vesuvian)' and add the following "at the end of the rule.—Matches safety may, however, be "carried in the tins in which they are imported, provided that "such tins are strong enough as outer packages, that they do "not exceed a limit in size of 2′×1′×1′, weighing approxi- "mately 13½ seers, and do not contain more than 120 packets "of matches safety.'"

I am to point out that if the tins in which the matches in question may be carried are not to exceed a limit in size of 2′×1′×1′ these tins cannot be those in which they are imported, as ostensibly permitted by the rule. For no matches are imported in tins of so small a size, which, in point of fact, represents about 1/3rd of the cubic capacity of the tins actually used. It would be virtually impossible to arrange for the adoption of the prescribed size for import purposes and the rule as it stands would not admit of matches being carried in tins of that prescribed size unless they had been imported therein.

The words "strong enough as outer packages" would also appear rather ambiguous and the words "not contain more than 120 packets of matches safety" might be taken as allowing the inclusion of matches or goods of another description.

It appears to my Committee evident that there is some mistake in the drawing of the rule in question and under their instructions I have the honour to beg that you will favour them with some explanation of its true meaning.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 3366 of 1900.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 19th December 1900.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge receipt of your letter dated the 29th November 1900, regarding the carriage of Matches under the General Rules for open lines of Railway, and to state, for the information of the Chamber, that the Government of India has been addressed on the subject.—I have, &c.,

W. HOWARD, Offg. Under-Secretary to Government.

No. 947 of 1901.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 4th April 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my No. 3366, dated the 19th December 1900, I am directed to forward, for the information of your Chamber, copy of a letter from the Secretary to the Government of India, Public Works Department, Railways, No. 354 R. T., dated the 22nd March 1901, touching on the points referred to in your letter dated the 29th November last, in connection with the rules for the carriage of matches by Railway as modified by the corrigenda to the General Rules for working open lines of Railway which were promulgated with Government of India, Circular No. XII, Ry., dated the 17th October 1900.—I have, &c.,

W. HOWARD, Offg. Secretary,
For Offg. Secretary to Government.

Copy of letter No. 354, dated 22nd March 1901, from the Government of India, Public Works Department, Railway, to the Government of Bombay, P. W. Department, Railway Branch.

I am directed to acknowledge the receipt of your letter No. 3365, dated the 19th December 1900, forwarding for orders copy of a communication dated the 29th November 1900, in which the Secretary to the Bombay Chamber of Commerce desires that certain doubtful points in the rules

for the carriage of matches by railway as modified by the corrigenda to the General Rules of 1895 for working open lines of railway which were promulgated with the Government of India, Circular No. XIII, Railway, dated the 17th October 1900, may be explained to the Committee.

2. In reply I am to state that it was represented to the Government of India that as a general rule safety matches were imported packed in tin cases containing 120 packets of matches weighing 13¼ seers and measuring 2′ × 1′ × 1′, the tin cases being in turn packed (several in each case) in wooden cases, the size of which varied, that under the rules as they previously stood safety matches could only "be exported by rail" when packed in wooden cases; and that this required larger quantities to be sent than it was always possible to obtain orders for.

To meet the demands of the trade the orders were accordingly modified so as to permit of safety matches being carried by rail in the tins in which they came packed from Europe, but without outer wooden cases.

3. The orders never intended that matches should be actually landed in tins without outer wooden cases, nor are they intended to modify in any way the rules for the carriage of matches by sea.

4. In regard to paragraph 5 of the letter from the Secretary to the Bombay Chamber of Commerce, I am to point out that there is nothing in the corrigenda cancelling or modifying rule III (7), (1) of Appendix A to the General rules regarding the packing of dangerous goods therein referred to, nor can the orders "be taken as allowing the inclusion of matches or goods of another description," since in the first place the cases would have been packed for sea carriage under the rules which govern their carriage by sea, and in the second place the Government of India were, as already stated, informed that no more than 120 packets could be placed in a box 2′ × 1′ × 1′, and lastly, as the rule says, no "more than 120 packets of matches safety" are to be placed in each tin, it is clear that no other kinds of goods than "matches safety" may be placed in the tin.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	A. J. Hunter	1865-66
M. T. Brownrigg	1837-38	W. Christian	1866-67
H. G. Gordon	1838-39	A. J. Hunter	
J. Skinner	1839-40	Alexander Brown	
T. R. Richmond	1840-41	J. Foggo	1867-68
C. B. Skinner	1841-42	Hamilton Maxwell	1868-69
S. D. Murray	1842-43	H. F. Astley	1869-70
J. Wright	1843-44	D. Graham	
E. Lyon		A. D. Grant	1870-71
T. Cardwell	1844-45	W. G. Hall	1871-72
J. Smith	1845-46	J. K. Bythell	1872-73
W. Graham	1846-47	H. E. Bright	1873-74
John Parsons	1847-48	E. Lord	
A. G. Latham	1848-49	D. Watson	1874-75
Robert Strong	1849-50	J. A. Forbes	1875-76
W. S. Grey	1850-51	G. F. Henry	1876-77
John Parsons	1851-52	Donald Graham	
A. H. Campbell	1852-53	Walter Lang	1877-78
H. B. Gilmour	1853-54	M. Mowat	1878-79
James Graham	1854-55	C. Macdonald	1879-80
W. F. Hunter	1855-56	J. N. Graham	1880-81
A. T. Binny	1856-57	E. Comber	1881-82
H. B. Gilmour		W. M. Macaulay	
John Fleming	1857-58	James Thorburn	1882-83
Robert Ryrie	1858-59	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
H. D. Cartwright	1859-60		
Henry Scott			
Andrew Grant	1860-61	A. F. Beaufort	1890
George Hamilton		L. R. W. Forrest	1890-92
George Lord		J. L. Symons	1892
James N. Fleming	1861-62	R. S. Campbell	1893
Michael H. Scott		W. R. Macdonell	1893, 1894, 1895
Robert Hannay	1862-63	A. F. Beaufort	1896
Alexander Brown		A. Abercrombie	1897
Andrew Grant	1863-64	R. H. Macaulay	1898
A. C. Gumpert	1864-65	A. Abercrombie	1899
Alexander Stewart	1864-65	William Greaves	1900, 1901

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting)	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting)	1881-82
John Mawson	1857-59	John Marshall	1884-98

FREDERICK NOEL PATON, appointed 1898.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 6th March 1901, at 4 p.m., to transact the following business :—

(1) To receive the Report of the outgoing Committee.

(2) To confirm the nomination of the members of the new Committee made in accordance with section 12 of Rule VII.

(3) To confirm the following footnote to the item "Crushed Bones" in the Chamber's Tonnage scale :—"These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards intermediate or otherwise. A survey fee of Rs. 30 shall be paid on submission of the case."

(4) To confirm the following resolution :—That "Cotton Seed cleaned," be for the present omitted from the Chamber's Tonnage scale.

(5) That the rules and regulations for the measurement for tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce—as drawn up by the Committee—be confirmed. And to transact any other business that may be brought forward.

Present :

The Hon. Mr. WILLIAM GREAVES, *Chairman, in the chair.*

A. Abercrombie, Esq.,
H. B. Thurburn, Esq.,
V. Milward Bason, Esq.,
W. Burn Maunder, Esq.,
Nigel F. Paton, Esq.,
H. E. Harrington, Esq.,
A. Zygouras, Esq.,
Frank Ritchie, Esq.
John Stiven, Esq.
C. H. Armstrong, Esq.,
F. J. Rome, Esq.,
G. Ostermayer, Esq.,
B. H. J. Rustomjee, Esq.,
C. H. B. Forbes, Esq.,
D. H. Glade, Esq.,
F. A. Reddie, Esq.,
H. E. E. Procter, Esq.,
F. W. Bickel, Esq.,
J. M Dick, Esq.,
James Murdoch, Esq.,
C. Vernon, Esq.,
The Hon. Mr. S. M. Moses.
H. C. Wright, Esq.,
J. Begbie, Esq.,
F. T. Rickards, Esq.,
A. Muirhead, Esq.,
R. Gilbert, Esq.,
E. Schoen, Esq.,
C. Ditchburn, Esq., and

FREDERICK NOEL PATON, Esq., Secretary.

The Chairman, in opening the proceedings, said : At our last annual meeting we had to deplore this part of India being in the midst of a serious famine, and now we are mourning the loss of our beloved Queen-Empress. In her life time it was considered most respectful not to offer any remarks on her great personality when proposing her health, and I feel that on this occasion it would seem like affection on my part to add to the eulogy already uttered all over the world.

THE FAMINE.

Before moving the adoption of your Committee's report for 1900, I will as usual, refer to some of the more important subjects dealt with in the same. I do not wish to dwell on the effects of the terrible famine with which we were afflicted last year beyond a short reference to the serious mortality amongst the cattle. You will see in the report now before you that your committee called Government's attention to the enormous losses then occurring amongst the cattle in this Presidency. I regret that I am unable to tell you what the exact loss has been, but one of the authorities has said that the mortality would be under-estimated at 1,800,000, and he thought the loss must be about 70 per cent. From inquiries I have made I understand that out of the 11,000 cattle imported from Guzerat and Kathiwar to Palghar, in the Thana district, for grazing, only about 1,200 are known to have been returned alive. I should, however, mention that out of this 11,000 animals, about 4,000 were taken away from the supervision of Government, so it appears that about 5,800 died out of 7,000, which is equal to a loss of 83 per cent. In another part of the Thana district the efforts of Government were more successful, the loss being about 627.

THE CURRENCY QUESTION.

One of the most important questions considered by your Committee during the past year was that of popularizing the use of currency notes. From a comparison of the circulation of paper currency, excluding the amounts held by the Government Reserve Treasuries and the Presidency Banks, I find that during the past ten years the average of the circulation has increased from 1,540 lakhs to 2,309 lakhs, say, about 50 per cent. which, I think, is, on the whole satisfactory, and perhaps the wiser policy would be to allow this increase to continue in a natural way rather than try to force it. I, of course, don't mean that the use of currency notes should not be encouraged. When inquiring into this question, and asking why coin is more popular up-country than notes, one is told that the up-country seller of produce has to disburse what he receives for his goods in small amounts,

thus preventing him from accepting notes of large denomination. I think one is justified in coming to the conclusion that what is wanted is an inducement to the petty producer to accept small notes, and I am sure that if such people would accept small notes, those of larger value would very quickly also come into more use. Before we can expect these small notes to be accepted by the up-country small trader he must be assured that such notes can be readily converted into rupees, and that, I think, can be done by making notes of the smaller denominations encashable at all treasuries. Such an arrangement as I now suggest would in all probability at first entail a heavy demand on treasuries or possibly inconvenience, but I think that if these treasuries were managed by banks, they would be able to estimate for the probable coin requirements, and would to a great extent ensure the success of the undertaking.

The small balance of rupees in the Currency Reserve has not escaped the notice of your committee, but they did not consider it advisable to take any action, knowing that the same was receiving the most careful thought of the advisers to Government. I must confess that this question appears to me to be so surrounded with "pit falls," that it makes one hesitate before offering any suggestions to Government. Although the stock of rupees in the Currency Reserve is apparently very small, we must bear in mind that since February last year the mints have coined about thirteen crores, excluding those for Baroda and Bhownagar. The melting of rupees for ornaments is a thing of the past, the net exports of rupees is extremely small; thus there must at present be more silver rupees in India than what there has been for many years. With the annual increase in the use of currency notes, and the probability of gold becoming more popular, we may ere long find rupees become redundant, which would be a serious blow to the gold standard.

Whilst on the subject of currency I will take the opportunity of calling to your minds what passed between the Government and several Chambers of Commerce regarding Treasury balances. You will remember that Government was asked to allow of funds being placed more freely at the disposal of the public during the busy seasons, and it was then stated by Sir James Westland that Government can afford the risk of letting their balances run down to eight crores in November and December, but if they have to keep to one figure all the year round, it would not be safe to allow the balances to go below eleven crores. Subsequent to this, the Secretary of State wrote to the effect that, subject to an adequate provision being made to meet the calls likely to be made on the Treasury, he saw no objection to Government lending money on the security of Govern-

ment Paper. What have we to-day? A bank rate of 9 per cent., and about fourteen crores lying idle in the treasuries. The present position of the money market appears to be due to a large demand for industrial purposes and internal trade, which is not supplied directly from the proceeds of council drafts; so the large sums of money which have been withdrawn from the public in payment of revenue, and locked up in the treasuries, must cause great inconvenience to trade. I certainly think that it is within the power of Government to relieve the present position in money, and I hope they will let the public know that they are prepared to lend part of their surplus balances for trade purposes.

TELEGRAPH CHARGES.

I regret being unable to report much progress in the united efforts to obtain a reduction in the rates for cable messages between Europe and India. It seems that under the provisions of the International Telegraph Convention of St. Petersburg no tariff can be reduced without the unanimous assent of all the signatories, and unfortunately in our case the minority will not agree to a reduction. In fact, I understand that it is the Russian Government who is responsible for our rates not being reduced. The gentlemen who have taken this question up in England are still persevering, and I think must ere long succeed. With regard to the charges made for inland telegrams, I find that in 1890, the Secretary to the Government of India, Public Works Department, wrote to this Chamber, intimating that the question of a general reduction in the existing rates for inland telegrams was under consideration, and that Government was favourably disposed towards such a step, provided that general financial considerations permitted of it. Notwithstanding it now being more than ten years since the letter I have referred to was received, we are still paying the same rates for these telegrams, and instead of giving the Indian public a reduction in rates, a modification has been made in the charge for telegrams in transit for Australia, which entails a loss on the Telegraph Department, and is of no benefit to India. I find that the net revenue of the Indian Telegraph Department for the past year was Rs. 36,49,525, on a capital of Rs. 6,76,64,379, thus yielding equal to 5·39 per cent. interest, which, I venture to say, is sufficient justification for Government to now reconsider the present rates. We are of course aware of the recent improvement in the expedition of deferred telegrams, but the delivery of these messages is still unreliable, particularly when military operations are in course of arrangement. In fact, not many months ago the deferred telegrams were so much delayed in transit that this service was practically useless for business purposes. I think

that if Government are disinclined to reduce present rates, they ought to arrange for the delivery of deferred telegrams being still further expedited, so that we can depend on them being delivered at their destination, say, within four or five hours after their despatch, and the ordinary telegrams should be also improved. In fact, I would suggest substituting the deferred and ordinary for the present ordinary and urgent, respectively.

RAILWAY EXTENSION.

The proposed Nagda-Bara-Muttra Railway has again been before your Committee, but I am sorry to say that in November last we were informed that no place could be found for this scheme in the programme for railway construction for some years to come. When I tell you that this line was strongly recommended for construction by the Government of Bombay five years ago, and it is admitted by Government that it will form a main artery of traffic between important trade centres, you will understand how disappointed your Committee were when told that the scheme must practically be "pigeon-holed." In a second representation we made to Government last year, we suggested that failing Government being willing to provide the whole of this proposed line, they should construct a line between Nagda and Bara, either themselves, or encourage private enterprise to do so. In the reply to this representation Government reiterates the acknowledgment of the importance of the line, but says that they propose to undertake its construction as funds can be made available without prejudice to the demands for certain other lines which for obvious reasons must have precedence. The other lines and obvious reasons to which Government refer are not apparent to us, but should there be amongst them lines which are likely to divert the Chambal Valley traffic from Bombay, we must enter a protest. The Chairman then proposed "That the report of the Committee of the Bombay Chamber of Commerce for the year 1900, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

MR. MONCRIEFF-DICK.

Mr. J. Moncrieff-Dick seconded the adoption of the report. He said: The Chairman has referred to the largest and most important subjects which have engaged the attention of the Committee during the past year and I need add little to his remarks. What has struck me very forcibly—and no doubt it has been noticed by all of you—I take it for granted that you have all read the printed report which has been in your hands for some days—what has struck me, is the large and extended range of subjects

which come before the Committee for their opinion, suggestion, or support. Our attention has been directed far beyond the local needs and requirements of Bombay itself, and has embraced far off regions where Bombay merchants have interests, or may have interests. Besides the consideration of such purely local matters as weather working days and fees for inspection of vessels leaving Bombay on Sunday, and the facilitating of work in the Chemical Analyser's Department, we have had our attention called to such distant scenes as the condition of Whangpoo River and the Woosung Bar. We supported a representation from the Shanghai Chamber of Commerce, and that representation has been effective in providing the necessary improvements. Now it is a far cry from Bombay to the Whangpoo River, and some members may probably think that we would do better to confine our attention to matters near at hand. We felt, however, that the connection of Bombay with China was so close, and the interests of Bombay merchants in China so immense, that anything affecting the welfare and improvement of trade and navigation in China was well worth all the support Bombay could give. I greatly fear that in spite of the greatness of the interests of Bombay in China these have not been of late very profitable. We are following with grave concern the course of negotiation in that far-off land, and we feel assured that his Majesty's Government will give full consideration to Indian trade interests in whatever settlement is arrived at. We trust that that settlement will come soon and will be of a lasting character and that very shortly brighter days may dawn on the trade between Bombay and China with which are so closely connected our largest local industry and one of the chief crops of the Presidency. Another far away matter in the opposite direction has come before us. The British Consul in Siestan solicited our assistance for the development of British Indian trade in Persia by way of the Quetta-Siestan route. It is rather beyond the province of the Chamber to furnish samples and patterns of the various articles of commerce passing between two countries, but in this instance an exception was made. The Committee felt that the clearly directed energy of the Consul deserved its support, and the Secretary collected a variety of samples of merchandise and forwarded them to Major Trench, with all necessary particulars. I think the Chamber does well to support and encourage these officers of Government who are striving to forward the interests of British trade in the far-off places of the earth, and I commend this Committee's action in this matter as a precedent for other Committees to follow. It is scarcely probable that much direct benefit will accrue to Bombay from trade with Persia by the Quetta-Siestan route. Karachi is more likely to benefit,

but anything that is of advantage to any part of the Presidency will in the end be an advantage to the capital of the Presidency. There are instances of the wideness of the scope of the Chamber's work and to them may be added the question of a wharf at Aden, the constitution of a Chief Court in Burmah, and the better lighting of the Red Sea. I would only refer to the last named. It has been before the Chamber for years—has been in fact one of its pet subjects. Well, it has advanced a great step since we met in general meeting a year ago. Last September we learned from the Home Government that the Ottoman authorities had begun the construction of four new lights—it was understood, at Mocha, Abu Ail, Zabeyr, and Jabel Teir, had begun—you will observe, gentlemen, not had promised to begin. The Turkish Government is generally credited—whether rightly or wrongly, I offer on opinion—with having attained to the perfection of diplomacy in the matter of dilatoriness. However, I want to impress upon you that these lights have been begun, and we confidently leave it to the energy of future Committees to see that they are completed within a reasonable time. The Government of Bombay has from time to time submitted various Bills for our consideration. Select Committees have given their careful attention, and we have reported upon them to the best of our ability. I do not know if the advice of an independent body like the Chamber—"an irresponsible body of mercantile atoms," as a high Government officer once did another Chamber with which I was connected the honour of calling it—I do not know if our advice is of use to Government or is valued by it. Whether or not I am sure that the Chamber considers it a privilege to have the opportunity of expressing its opinions on such Bills and gives ungrudgingly its time to their consideration. Before sitting down I wish to express to the Chamber the Committee's appreciation of its Chairman. Mr. Greaves succeeds a long list of able occupants of the chair, and I am safe in saying that no Chairman has even worked harder or given more time and attention to the duties of the office. Not only has he worked hard himself, but he has worked his Committee hard, and a man who adds to unflagging energy the power of making others work deserves well of his fellowmen.

Mr. Abercrombie, in supporting the motion, spoke of the large field covered by the report of the Committee. He cordially endorsed the remarks made by Mr. Dick with reference to the Chairman.

The motion was carried unanimously.

THE COMMITTEE.

Mr. John Stiven proposed that the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the

year 1901 :—Messrs. J. M. Dick, Frank Ritchie, A. Zygouras, F. T. Rickards, F. W. Bickel, H. B. Thurburn, and James Murdoch.

Mr. Forbes seconded, and the motion was carried.

The Hon. Mr. William Greaves proposed that the following footnote to the item " Crushed Bones " in the Chamber's Tonnage Scale be added :—

" These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case."

Mr. F. A. Reddie seconded.

The motion was agreed to.

The Hon. Mr. William Greaves proposed, and Mr. C. H. Armstrong seconded — " That Cotton seed cleaned be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year."

The motion was carried.

The Chairman moved, and Mr. A. Zygouras seconded—" That the rules and regulations for the measurement for tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce, as drawn up by the Committee, be confirmed."

This was unanimously agreed to.

VOTE OF THANKS.

The Hon. Mr. S. M. Moses proposed —" That the thanks of the Chamber be tendered to the Chairman, the Deputy Chairman, and the out-going Committee for their able conduct of the affairs of the Chamber during the past year. He said : " Gentlemen,—I deem it a great privilege to be entrusted once more with the pleasant duty of proposing a vote of thanks to the Chairman, the Deputy Chairman, and the retiring Committee. The report, which is before you, bears abundant testimony to the valuable and solid work performed by these gentlemen during their term of office, to the entire satisfaction of the members of this Chamber, work of manifold commercial interest and importance. The Committee are to

be congratulated upon this, and at the same time they deserve our best thanks for the great labour, sacrifice of time, and thoughtful care and attention which they have bestowed in their deliberations during the past twelve months on all subjects of vital importance to commerce. I will, however, take this opportunity of bringing to the notice of the new Committee a subject which I consider is of the utmost importance to Bombay, and in fact to all India. I am sure as business men they could not have failed to notice that now before we are well in our busy export season, the trade is strangled by the dearness of money—a state of affairs which we experience year by year without any amelioration whatever. You will naturally ask—Who is responsible for this? I am constrained to say that it is in no small degree due to the action of Government. Once again we have witnessed the spectacle of Government pursuing their questionable policy of withdrawing large sums of money from circulation, at a time when it was most wanted. For I notice that between the end of December and the end of January last the Government cash balances have increased by close upon four crores of rupees, as the following figures will show. They had on the 31st December, 1900, Rs. 10,04,01,000; on the 31st January, 1901, Rs. 13,91,38,000. This you will admit, gentlemen, is a large sum to take out of circulation at any time, but when the withdrawal takes place in a month of the year, when produce comes freely to the market, and the demands for accommodation to move the crops increase in intensity daily, what are we to say as to the wisdom of such proceedings? Surely, some better arrangements could be devised whereby the locking up of such enormous sums could be avoided, just when money is urgently required for trade purposes, and when circulation should expand. I maintain that the artificial contraction of the circulating medium adopted by Government is greatly to be deprecated. Although there is plenty of money to be had in London at 3 to 4 per cent. per annum, yet strange to say none of it is attracted hither. It is, perhaps, owing to the fact that confidence is not properly established in the stability of exchange. Gentlemen, I think this Chamber, as the representative of the views and interest of the commercial community, ought to take up the matter and bring their views prominently before Government, in order that better facilities may be afforded to the trade, thus placing it on a more

satisfactory basis in the future. You are aware that attempts are being made to amalgamate the three Presidency Banks, but in my opinion that by allowing them a free hand to borrow on the London market whenever they can do so profitably, and at the same time, if Government were to advance freely on their own securities, of which we have a large supply in India, more good would result in this way than all the amalgamation put together. With these remarks I beg to propose—"That the thanks of the Chamber be tendered to the Chairman, the Deputy Chairman, the outgoing Committee, and the Secretary for their able conduct of the affairs as this Chamber during the past year."'

The motion was seconded and carried unanimously.

It was finally resolved "That Messrs. Ferguson and Irvine be re-elected auditors of the Chamber's accounts for the year 1901 on the remuneration hitherto paid to them."

The meeting then terminated.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1857-58 *to* 1899-1900.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1857-58	428½	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587½	23,495,000	10,677,077	34,172,077
1861-62	2335½	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966½	27,145,000	22,962,581	50,107,581
1864-65	3372½	28,150,000	21,363,325	49,513,325
1865-66	3568½	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294½	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227½	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322¼	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492½	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,036,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000½	55,701,600	13,888,200	69,589,800
1885-86	12375¼	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,018,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092½	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300
1894-95	18855¼	73,516,500	9,581,200	83,097,700
1895-96	19677¾	72,936,100	13,368,000	86,304,100
1896-97	20390¼	76,215,800	13,084,500	89,300,300
1897-98	21156¾	73,634,300	20,530,600	94,164,900
1898-99	22491	72,110,700	17,895,600	90,006,300
1899-1900	23763	75,304,500	20,973,600	96,278,100

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1857-58 *to* 1899-1900.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1857-58	428¾	27,460,000	822,438	28,282,438
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970,000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2960¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936¼	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83 ... ... }	10780 {	83,485,000	1,041,800	84,526,800
1883-84 ... ... }		88,076,400	1,008,500	89,084,900
1884-85	12000½	83,170,100	1,968,900	85,139,300
1885-86	12375¼	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242½	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000
1894-95	18855¼	108,929,100	8,226,100	117,155,200
1895-96	19077¾	114,345,900	4,259,800	118,605,700
1896-97	20390¼	103,983,600	4,937,500	108,921,100
1897-98	21156¾	97,635,200	7,148,600	104,783,800
1898-99	22491	112,801,200	7,411,400	120,212,600
1899-1900	23763	109,113,600	7,956,400	117,070,000

* Exports abnormally high owing to the American Civil War.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1894-95 *to* 1899-1900.

	1894-95.	1895-96.	1896-97.	1897-98	1898-99.	1899-1900.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	26,64,47,251	27,20,56,815	30,29,00,607	28,04,00,954	27,96,74,583	29,75,88,460
Bombay	28,81,48,485	27,90,70,360	26,90,30,495	24,60,13,275	25,65,19,017	26,27,60,464
Sindh	4,50,90,416	3,80,96,014	4,39,02,765	4,63,38,090	3,97,76,931	4,22,62,878
Madras	6,71,70,451	5,69,38,590	5,82,37,016	6,39,15,864	5,26,74,824	5,58,08,813
British Burmah	3,46,93,513	4,71,45,063	4,54,73,509	5,72,71,575	5,60,87,127	4,86,97,999
Total...	70,15,50,116	69,33,06,842	71,95,44,392	69,39,39,758	68,47,32,482	70,71,18,614
Ditto Government Stores	3,36,14,926	3,60,54,502	4,26,13,960	4,24,03,401	3,63,74,679	4,59,26,171
Total Merchandise...	73,51,65,042	72,93,61,344	76,21,58,352	73,63,43,159	72,11,07,161	75,30,44,785
Treasure, Private.						
Bengal	1,08,29,075	1,35,90,673	1,77,75,882	3,26,10,705	3,62,20,891	5,60,56,464
Bombay	7,97,64,503	11,52,37,999	10,47,26,368	16,34,75,590	13,75,45,908	14,63,92,785
Sindh	32,49,512	17,64,100	31,65,925	37,82,604	24,81,499	16,26,078
Madras	12,08,725	18,17,435	38,33,292	35,01,572	18,11,753	50,13,840
British Burmah	5,38,269	11,79,647	12,52,061	13,92,394	7,79,516	4,95,965
Total...	9,55,90,084	13,35,89,854	13,07,53,528	20,47,62,865	17,88,39,567	20,95,85,132
Ditto Government	2,22,000	90,000	92,107	5,43,305	1,16,560	1,51,719
Total Treasure...	9,58,12,084	13,36,79,854	13,08,45,635	20,53,06,170	17,89,56,127	20,97,36,851
Grand Total of Imports...	83,09,77,126	86,30,41,198	89,30,03,987	94,16,49,329	90,00,63,288	96,27,81,636
EXPORTS—						
Merchandise, Private.						
(Foreign Goods.)						
Bengal	16,94,979	15,23,931	18,10,970	17,78,609	19,80,944	19,56,553
Bombay	4,13,81,511	3,77,45,286	3,12,61,727	2,76,96,058	2,53,35,785	2,46,94,259

Sindh	68,47,431	72,35,476	66,89,164	72,91,981	52,79,078	51,51,023
Madras	4,17,072	4,27,071	3,35,670	5,80,924	6,83,953	7,20,425
British Burmah	2,34,375	2,78,533	2,38,841	2,77,513	4,22,205	4,04,317
Total...	5,05,75,368	4,72,10,297	4,03,36,372	3,76,25,085	3,37,11,965	3,29,26,577
(Indian Produce and Manufactures.)						
Bengal	45,84,24,462	46,42,27,935	45,37,86,091	44,95,02,147	45,75,47,526	50,06,69,350
Bombay	30,23,79,023	34,17,58,339	30,03,64,020	24,68,85,081	32,40,45,795	27,76,19,894
Sindh	5,45,55,775	5,64,47,557	3,31,36,082	3,87,00,454	8,40,26,837	5,81,32,711
Madras	12,44,27,219	12,76,96,456	11,79,82,198	11,35,44,416	11,11,03,251	11,92,45,895
British Burmah	9,79,41,462	10,54,02,773	9,35,33,433	8,91,39,539	11,67,93,919	10,14,70,678
Total...	1,03,77,27,941	1,09,55,33,060	99,88,01,824	93,77,71,637	1,09,35,17,328	1,05,71,38,528
Total Fgn. & Indian Merchandise exported.						
Bengal	46,01,19,441	46,57,51,866	45,55,97,061	45,12,80,756	45,95,28,470	50,26,25,903
Bombay	34,37,60,534	37,95,03,625	33,16,25,747	27,45,81,139	34,93,81,580	30,23,14,153
Sindh	6,14,03,206	6,36,83,033	3,98,25,246	4,59,92,435	8,93,05,915	6,32,83,734
Madras	12,48,44,291	12,81,23,527	11,83,17,868	11,41,25,340	11,17,87,204	11,99,66,320
British Burmah	9,81,75,837	10,56,81,306	9,37,72,274	8,94,17,052	11,72,26,124	10,18,74,995
Total...	1,08,83,03,309	1,14,27,43,357	1,03,91,38,196	97,53,96,722	1,12,72,29,293	1,09,00,65,105
Ditto Government Stores	9,87,792	7,15,984	6,97,988	9,55,080	7,82,518	10,71,343
Total Merchandise...	1,08,92,91,101	1,14,34,59,341	1,03,98,36,184	97,63,51,802	1,12,80,11,811	1,09,11,36,448
Treasure, Private.						
Bengal	84,80,649	20,28,130	32,78,127	1,18,30,971	76,04,505	39,67,384
Bombay	7,13,68,611	3,54,94,841	4,45,47,680	5,80,41,367	6,36,83,567	7,44,43,593
Sindh	3,95,057	5,69,300	6,45,235	2,54,673	2,64,985	4,30,133
Madras	13,09,350	42,29,734	4,73,800	5,61,931	25,02,200	6,55,000
British Burmah	26,500	1,000	3,14,063	6,52,748	26,550	4,295
Total...	8,15,80,167	4,23,23,005	4,92,58,905	7,13,41,690	7,40,81,807	7,95,00,405
Ditto Government	6,80,550	2,75,100	1,16,050	1,44,780	32,400	63,471
Total Treasure...	8,22,60,717	4,25,98,105	4,93,74,955	7,14,86,470	7,41,14,207	7,95,63,876
Grand Total of Exports...	1,17,15,51,818	1,18,60,57,446	1,08,92,11,139	1,04,78,38,272	1,20,21,26,018	1,17,07,00,324

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1897-98 *to* 1899-1900.

ARTICLES.		Quantities.			Value.		
		1897-98.	1898-99.	1899-1900.	1897-98.	1898-99.	1899-1900.
					Rs.	Rs.	Rs.
Animals—Living	No.	2,435	3,305	3,703	8,33,138	14,50,501	13,11,876
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	.....	37,08,513	44,41,690	47,91,054
Arms, Ammunition, &c. (Excluding Dynamite)	„	.....	.....	.....	4,02,202	3,62,498	4,04,546
Articles imported by Post	„	.....	.....	.....	27,49,065	33,12,928	36,63,369
Building and Engineering Materials ...	„	.....	.....	.....	5,75,382	5,76,190	5,43,484
Cabinetware and Furniture	„	.....	.....	.....	2,61,544	2,74,500	3,51,535
Candles	lbs.	829,483	786,463	948,405	2,16,736	2,03,380	2,65,939
Clocks and Watches	No.	102,830	131,525	153,695	6,46,695	7,89,746	8,87,406
Coal, Coke, and Patent Fuel	tons.	174,565	251,210	316,355	34,92,398	47,65,101	59,88,950
Cotton—Raw	cwts.	42,489	34,536	175,289	9,65,564	8,03,563	42,58,785
Cotton—Twist and Yarn	lbs.	11,945,040	9,787,323	9,954,355	69,81,372	52,05,957	53,35,578
Do. Piece Goods	yards.	495,788,851	548,748,911	590,906,292	6,00,65,657	6,61,33,505	7,28,07,565
Do. Shawls & Handkerchiefs ...	No.	5,967,555	8,297,700	12,856,476			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	13,87,630	18,70,806	24,62,332
Chemical Products and Preparations ...	value.	.....	.....	.....	17,81,982	13,95,030	13,90,516
Dynamite and other Explosives	cwts.	1,980	1,118	1,615	1,35,538	62,430	1,07,733
Drugs, Medicines & Narcotics (Excluding Tobacco)	value.	.....	.....	.....	22,77,939	21,92,803	20,35,385
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	6,403,467	7,402,936	5,779,537	50,69,847	62,29,733	36,89,904
„ „ Other Sorts	cwts.	11,111	13,476	25,740	9,35,974	9,39,410	9,59,271
Earthenware and Porcelain	value.	.....	.....	.....	6,87,210	5,90,997	6,81,712
Fireworks	„	.....	.....	.....	3,71,294	3,88,021	4,12,126
Glass and Glassware	„	.....	.....	.....	23,16,544	31,27,083	34,33,504
Gums & Resins (Excluding Catch & Gambier)	cwts.	60,413	59,689	68,666	7,05,962	7,02,487	8,34,859
Hardware and Cutlery	value.	.....	.....	.....	46,91,937	48,87,667	58,48,982
Hides and Skins	cwt.	16,503	17,904	13,715	8,60,833	9,68,617	7,78,484
Instruments and Apparatus	value.	.....	.....	.....	12,98,084	14,34,034	15,50,300
Ivory, Unmanufactured	lbs.	334,458	323,340	168,447	21,41,618	20,83,507	10,48,022
Do. Manufactured	value.	.....	.....	.....	2,93,809	2,79,511	1,27,551
Jewellery, Precious Stones, Pearls, &c. ..	„	.....	.....	.....	50,66,287	45,12,908	1,00,43,479
Leather, Unwrought, Saddlery, &c. ...	„	.....	.....	.....	11,21,223	12,00,953	11,10,998
Do. (Boots & Shoes)	pairs.	119,363	140,695	173,510	4,17,587	4,59,988	5,51,570
Liquors—Ale, Beer, and Porter	gallons.	882,795	1,053,378	1,217,664	11,97,465	12,56,842	13,68,466
Do. Spirits	„	350,903	393,814	369,233	26,32,847	28,79,391	28,21,271
Do. Wines and Liqueurs	„	98,746	1,11,507	108,463	8,49,911	9,49,723	9,26,482

Liquors—Other sorts	„	669	1,164	1,494	2,016	3,539	4,477
Machinery and Millwork	value.	.....	.....	.....	1,01,41,118	1,60,76,521	1,15,41,912
Matches, Lucifer and other	„	.....	.....	.....	15,74,214	11,91,111	11,59,034
Metals—Brass	cwts.	4,689	2,723	2,795	2,82,050	1,75,575	1,74,606
Do. Copper	„	72,892	59,182	15,569	35,74,219	29,52,137	11,22,695
Do. Mixed or Yellow Metal ...	„	82,244	95,525	25,090	32,29,575	37,82,243	12,13,619
Do. Iron	„	973,805	904,578	6,88,728	71,24,409	60,31,815	54,13,487
Do. Lead	„	13,963	14,805	15,721	1,80,698	1,93,272	2,29,716
Do. Quicksilver	lbs.	114,398	105,120	75,281	1,79,009	1,69,066	1,35,525
Do. Steel	cwts.	748,255	647,327	492,673	44,81,131	39,20,454	34,96,044
Do. Tin	„	9,215	7,240	5,914	5,16,635	4,33,199	5,80,610
Do. Zinc or Spelter	„	20,574	28,603	24,981	3,15,695	4,18,979	4,55,913
Do. Other sorts	„	7,552	9,391	6,006	7,58,228	8,53,856	6,31,995
Oil Mineral—Kerosine	gallons.	30,004,770	26,037,773	14,703,446			
Do. do. other sorts	„	1,171,432	1,030,233	1,314,776			
Do. do. Paraffin wax	cwts.	320	178	13	1,49,05,423	1,18,02,365	86,54,578
Oil—All other sorts	gallons.	834,957	340,632	384,625			
Paints and Colours (excluding Painters' Materials)	cwts.	71,971	89,342	76,757	11,03,679	10,37,046	10,36,074
Paper and Pasteboard	value.	.....	.....	.....	18,58,865	21,54,666	22,43,660
Perfumery, other than Musk	„	.....	.....	.....	1,79,180	1,58,322	1,83,905
Provisions	„	.....	.....	.....	64,71,548	56,74,957	69,03,430
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,06,20,903	1,62,40,184	1,54,11,981
Silk—Raw	lbs.	1,657,501	1,835,116	1,398,710	50,48,271	61,08,089	46,17,064
Do. Piece Goods (including silk mixed with other materials)	yards	8,660,776	9,030,095	6,675,029	67,94,742	71,52,821	58,99,028
Spices	lbs.	12,090,835	15,198,144	14,529,152	17,38,277	25,00,174	24,32,043
Sugar, refined	cwts.	2,155,316	1,972,423	1,459,716	2,43,14,551	2,03,70,636	1,60,39,232
Tea	lbs.	2,923,585	3,003,777	2,579,250	19,06,328	16,06,887	1,348,019
Tobacco, Cigars, &c.	„	381,197	382,895	515,879	4,99,306	5,16,858	6,06,431
Umbrellas	No.	1,194,833	1,054,348	1,466,443	11,01,384	9,97,085	13,53,634
Wool—Raw	lbs.	2,932,026	2,210,532	2,213,442	8,42,781	6,55,739	5,99,217
Woollen Piece Goods	yards	3,652,202	5,172,420	6,536,097	29,04,629	42,14,010	52,61,951
All other Articles	value	.....	.....	.....	1,61,72,350	1,32,46,147	2,10,95,438
	Total Value....	.....	.....	.....	24,60,51,631	25,64,03,516	26,25,41,552
Treasure—Gold	Ozs. ...	865,455	1,035,056	1,220,264	5,57,52,304	6,35,88,936	7,26,90,708
Do. Silver...	„ ...	56,320,506	40,672,263	39,333,881	10,77,23,286	7,39,56,972	7,37,02,077
	Total Treasure...	57,185,961	41,707,319	40,554,145	16,34,75,590	13,75,45,908	14,63,92,785
	Grand Total Rs ...	.....	.....	.....	40,95,27,221	39,39,49,424	40,90,34,337

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1897-98 *to* 1899-1900.

Articles.	Quantities.			Value.		
	1897-98.	1898-99.	1899-1900.	1897-98.	1898-99.	1899-1900.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	4,696	2,566	2,020	2,47,944	1,00,571	64,710
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... ,,	39,038	23,167	10,568	3,12,908	1,86,138	91,709
Cotton—Raw ... ... ,,	2,682,629	3,973,512	3,004,308	6,32,11,956	8,14,48,180	6,85,93,628
Do. Twist and Yarn ... ... lbs.	170,067,913	197,904,066	219,463,492	5,94,77,832	5,90,69,679	6,25,46,430
Do. Piece Goods ... ... yards.	44,735,155	43,271,237	48,066,477	58,74,151	56,17,502	64,29,083
Do. Shawls and Handkerchiefs... No.	410,227	190,783	3,47,038			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	3,10,970	4,70,050	4,07,567
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	9,631	5,681	6,641	18,47,967	11,47,224	12,25,107
Myrabollams ... ... ,,	616,553	736,054	808,692	23,08,849	27,47,139	29,70,129
Other Sorts ... ... ,,	14,783	25,330	25,921	1,41,152	2,89,483	3,20,866
Grain and Pulse—						
Rice not in the Husk ... ... ,,	682,788	1,162,594	612,358	40,89,358	61,17,609	33,93,425
Wheat ... ... ,,	377,594	6,484,444	23,10,535	21,24,093	3,39,95,866	96,79,110
Wheat Flour ... ... lbs.	45,868,877	64,723,312	50,266,633	34,11,559	41,98,084	31,04,381
Other Sorts ... ... cwts.	578,875	1,913,591	570,329	25,26,907	68,33,017	21,30,674
Hides and Skins—						
Hides ... ... No.	259,512	150,183	852,458	12,12,214	7,10,757	38,58,880
Skins ... ... ,,	4,278,406	4,240,293	4,510,845	59,90,536	62,01,966	65,11,625
Oils ... ...gallons.	152,317	320,259	290,142	4,18,483	8,16,625	6,69,459
Opium ... ...chests.	18,223½	25,959	24,923	2,20,36,067	2,80,78,608	3,04,83,593
Provisions ... ... value.	.....	.....	.....	17,43,202	22,52,914	19,85,549
Seeds—						
Linseed ... ... cwts.	1,412,456	2,803,289	1,494,651	88,50,048	1,71,92,063	98,88,987
Rape ... ... ,,	2,156,012	2,353,884	1,887,316	1,56,95,165	1,41,30,805	1,14,52,888
Gingelly ... ... ,,	1,418,033	2,253,698	1,783,254	1,09,85,226	1,63,53,575	1,46,00,878
Poppy ... ... ,,	473,047	512,167	570,953	34,90,672	32,84,686	37,25,414
Castor ... ... ,,	856,845	942,224	719,673	61,59,632	56,81,567	42,79,995
Groundnuts ... ... ,,	19,966	76,727	23,904	1,48,203	5,02,795	1,56,413
Other Sorts ... ... ,,	296,830	266,443	447,583	13,83,508	15,03,184	22,20,991

Spices ... ... lbs.	5,697,253	6,620,968	5,630,723	11,37,400	14,66,439	12,52,886
Sugar—Refined ... ... cwts.	10,493	13,853	11,654	1,67,820	2,14,594	1,83,768
Do. unrefined (Molasses, Goor, &c.)... „	12,649	14,139	15,748	1,13,088	1,22,784	1,31,931
Tea ... ... lbs.	1,983,315	3,701,455	2,039,864	11,91,545	19,25,244	10,29,653
Tobacco, Cigars, &c. ... ... „	3,581,689	7,252,847	4,153,061	4,65,369	9,13,161	5,32,577
Wool—Raw ... ... „	15,334,488	13,172,650	15,600,684	73,32,725	67,26,033	72,44,335
Woollen Shawls ... ... No.	1,403	2,202	1,109	1,32,863	1,72,986	63,637
All other Articles ... ... value.	.....	.....	.....	1,23,43,517	1,35,72,758	1,61,23,826
Total Value Rs.	.....	.....	.....	24,68,82,929	32,40,44,086	27,73,54,134
Foreign Merchandise.						
Cotton—Twist and Yarn ... ... lbs.	1,652,936	1,342,980	1,630,093	9,52,884	7,30,665	901,175
Do. Piece Goods ... ... yards.	63,532,221	64,373,083	61,916,957	1,20,81,547	1,16,55,249	1,12,97,661
Do. Shawls and Handkerchiefs ... No.	993,424	857,581	938,059			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	2,47,660	1,91,636	2,37,915
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	35,322	29,886	43,099	5,84,358	4,81,366	7,17,734
Ivory, unmanufactured ... ... lbs.	131,467	127,907	89,724	6,67,468	6,16,703	4,20,353
Provisions ... ... value	.....	.....	.....	10,39,488	11,04,643	11,41,377
Silk—Raw... ... ... lbs.	63,554	68,186	88,481	1,85,151	1,72,587	1,66,553
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	716,027	577,855	514,562	5,65,525	4,56,439	4,42,037
Sugar—Refined ... ... cwts.	83,208	158,418	93,644	9,52,392	17,41,930	10,70,657
Tea ... ... lbs.	2,631,691	2,324,142	1,342,706	21,43,021	14,58,610	8,45,001
Wool—Raw ... ... „	830,284	932,456	733,040	3,30,033	2,66,659	2,34,930
Do. Piece Goods... ... ... yards.	199,048	198,625	325,775	2 26,663	2,08,167	3,28,040
All other Articles ... ... value.	.....	.....	.....	77,19,868	62,48,131	68,89,161
Total Value Rs.	.....	.....	.....	2,76,96,058	2,53,35,785	2,46,92,594
Grand Total Rs....	.....	.....	.....	27,45,78,987	34,93,79,871	30,20,46,728
Treasure—Gold ... ... Ozs....	393,977	410,296	353,148	2,37,19,953	2,33,55,960	2,00,77,462
Do. Silver ... ... „ ...	19,206,907	22,121,692	30,088,563	3,43,21,414	4,03,27,607	5,43,66,131
Total Treasure...	19,600,884	22,531,988	30,441,711	5,80,41,367	6,36,83,567	7,44,43,593
Grand Total Rs....	.....	.....	.....	33,26,20,354	41,30,63,438	37,64 90,321

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1898, 1899, and 1900.

ARTICLES.	Quantities.			Value.		
	1898.	1899.	1900.	1898.	1899.	1900.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	7,811	15,982	11,195	27,42,015	31,16,757	44,68,478
Apparel (including Millinery, &c.) .. value.	.....	.....	.....	1,18,99,463	1,30,48,046	1,27,68,359
Arms, Ammunition, &c. ... ... „	.....	.....	.....	24,93,306	29,20,295	20,89,781
Books and Printed Matters ... ... cwts.	13,154	20,467	15,598	19,03,489	24,55,721	21,26,006
Building and Engineering Materials ... value.	.....	.....	.....	18,42,492	20,74,098	20,10,823
Coffee ... ... cwts.	17,455	13,181	6,657	6,15,659	4,24,582	2,31,682
Coal, Coke and Patent Fuel ... ... tons.	331,285	518,585	135,649	63,65,938	98,11,174	32,44,565
Cotton—Raw ... ... cwts.	46,837	81,371	305,541	10,95,100	18,55,611	89,00,717
„ Twist and Yarn ... ... lbs.	50,127,830	43,849,606	36,048,845	2,84,01,325	2,46,16,352	2,43,46,669
„ Piece Goods... ... ... yards.	2,076,390,290	2,261,844,862	1,916,832,509	24,00,44,561	26,41,61,965	24,29,07,529
„ Shawls, Hosiery, Thread, &c.... value.	.....	.....	.....	72,62,599	1,12,95,294	1,09,01,554
Corals, Real ... ... lbs.	220,492	22 ,589	197,771	7,07,929	9,17,257	8,24,043
Chemicals ... ... value.	.....	.....	.....	42,91,808	44,23,710	53,45,624
Clocks and Watches... ... ... No.	247,421	263,130	258,614	13,10,191	13,41,704	14,25,963
Candles ... ... lbs.	3,380,057	3,176,402	3,448,502	8,63,000	8,62,151	10,18,986
Drugs, Medicines and Narcotics ... value.	.....	.....	.....	78,12,401	84,65,963	94,73,368
Dyeing and Tanning materials (Alizarine and Aniline dyes) .. .. lbs.	8,153,952	9,424,598	7,023,079	61,89,527	58,17,513	44,60,521
„ other sorts .. .. cwts.	45,313	52,027	67,174	12,86,850	13,61,071	15,1 ,070
Earthenware and Porcelain .. value.	....	....	.....	19,88,337	20,03,485	18,63,188
Flax, manufactured and unmanufactured... „	.....	....	.....	14,37,158	14,62,156	17,33,759
Fruits and Vegetables ... ... „	.....	.....	.....	11,33,552	9,26,809	10,81,316
Gums and Resins .. .. .. cwts.	104,629	116,819	100,233	10,21,882	11,30,05·	1 ,28,474
Glass .. .. value.	.....	.....	.....	61,79,566	79,41,151	71,92,253
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	4,503	3,182	2,506	1,90,224	1,76,682	1,35,140
Skins ... ... „	24,293	22,980	20,996	13,45,686	13,26,236	11,10,352
Ivory, unmanufactured ... ... lbs.	257,937	247,815	234,554	16,45,502	15,88,343	14,56,982
Instruments and Apparatus ... ... value.	.....	.....	.....	32,50,760	38,73,233	43,39,624

Jewellery, Precious Stones, Pearls, &c ..	value.	.....	.....	.....	54,37,327	1,09,11,054	66,01,000
Liquors—Ale, Beer and Porter ...	gallons	2,904,089	3,380,431	3,211,104	45,58,631	48,17,993	45,77,945
„ Spirits	„	1,208,890	1,254,581	1,245,280	81,21,110	85,32,354	83,82,993
„ Wines, Liqueurs, &c. ...	„	354,338	339,820	336,844	33,34,403	31,38,493	29,90,474
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	18,94,587	20,23,207	17,39,838
„ Boots and Shoes	pairs.	562,983	781,208	716,700	14,48,203	20,15,872	19,49,178
Metals (excluding Hardware & Cutlery).	tons.	283,151	254,506	252,951	5,41,44,507	4,67,93,763	5,97,10,577
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,38,31,036	1,50,31,115	1,65,88,452
Machinery and Millwork	„	.....	.....	.....	2,90,31,023	2,66,47,284	2,26,76,265
Matches, Lucifer and other	„	.....	.....	.....	40,26,009	34,78,120	37,21,607
Oil, mineral—Kerosine ...	gallons	78,741,065	68,906,481	69,342,595	3,02,28,413	2,79,05,732	3,03,13,477
Oil, do. other kinds	„	} 7,558,223	6,509,718	6,688,170	} 61,04,925	47,32,065	56,73,438
Oil all other kinds	„			1,927,095			
Provisions	value.	.....	.....	.....	1,49,69,607	1,66,88,590	1,90,57,568
Paints and Colours	cwts.	191,491	205,235	199,381	25,32,862	27,62,563	28,85,445
Painters' Materials	value.	.....	.....	.....	7,06,657	8,45,587	8,75,650
Paper and Pasteboard	„	.....	.....	.....	38,25,565	42,22,947	41,26,465
Perfumery	„	.....	.....	.....	2,43,746	2,89,778	2,38,067
Railway Plant and Rolling Stock ...	„	.....	.....	.....	2,55,19,646	3,20,42,162	1,45,33,987
Salt	tons.	452,083	459,889	333,940	72,59,137	69,77,683	51,07,791
Silk, Raw	lbs.	2,053,559	1,976,686	2,242,103	69,80,611	69,04,969	88,24,847
„ Piece Goods (including goods mixed with other materials)	yards.	15,993,887	14,142,311	15,906,627	1,16,16,142	1,06,68,244	1,18,05,536
Soap	cwts.	76,571	94,534	96,344	12,81,454	15,62,349	16,61,064
Spices	lbs.	81,716,328	98,960,677	102,233,870	79,18,012	91,66,573	90,92,261
Stationery (excluding Paper). ...	value.	.....	.....	.....	28,13,101	30,97,476	29,54,230
Sugar and Sugarcandy, Refined ...	cwts.	4,034,150	3,539,353	4,276,964	4,28,43,008	3,90,36,863	4,82,44,510
„ Unrefined (Molasses, Goor, &c.) ...	„	276,231	443,977	444,270	5,59,717	14,74,085	15,02,546
Tea	lbs.	3,230,892	3,246,374	4,602,709	17,20,582	16,01,401	23,79,593
Toys and Requisites for Games ...	value.	.....	.....	.....	15,42,548	20,16,290	17,84,350
Umbrellas	No.	3,315,428	3,035,533	2,972,568	27,22,659	26,41,746	27,69,633
Wood, Timber	tons.	20,958	33,435	27,971	12,09,476	18,56,741	17,55,541
„ other Sorts, including wooden-ware	value.	.....	.....	.....	4,48,366	4,79,010	4,03,516
Wool, Raw...	lbs.	3,159,454	3,036,416	3,012,066	9,13,965	7,99,127	8,22,391
„ Piece Goods	yards.	12,774,522	16,058,943	12,702,340	1,01,86,683	1,24,17,097	1,13,32,842
„ Shawls, Braids, &c.	value.	.....	.....	.....	46,39,603	61,60,773	82,54,110
All other Articles	„	.....	.....	.....	2,13,79,921	2,72,78,374	3,65,52,228
Total Value Rs....		.....	.....	.....	68,13,13,552	72,64,49,889	72,00,98,271

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1898, 1899, and 1900.

ARTICLES.	Quantities.			Value.		
	1898.	1899.	1900.	1898.	1899.	1900.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	200,384	362,567	202,193	1,28,09,733	2,19,70,568	1,00,02,032
Cotton—Raw ... ... ,,	4,744,031	5,308,802	2,673,263	10,17,58,656	10,80,48,424	7,77,27,289
,, Twist and Yarn ... ... lbs.	206,446,368	264,471,802	110,592,505	6,47,36,634	7,37,83,035	3,85,96,631
,, Piece Goods ... ... yards.	55,193,308	71,069,590	69,192,863	99,65,903	1,24,82,973	1,43,83,724
,, Shawls, Hosiery, &c. ... value.	.....	.....	.....	11,32,649	11,86,800	9,88,750
Coir, Unmanufactured ... ... cwts.	59,522	63,656	40,773	4,36,480	4,69,031	3,68,706
,, Manufactured (excluding Cordage). ,,	319,337	326,133	431,875	30,46,593	31,26,015	39,28,684
Dyeing and Colouring Materials—						
Indigo ... ... ,,	142,594	125,833	97,892	3,23,84,046	2,77,70,737	2,31,45,949
Myrabollams ... ... ,,	811,340	945,824	1,102,901	28,34,375	33,95,900	36,82,955
Cutch and Gambier ... ... ,,	71,451	92,023	122,758	14,49,993	18,42,366	22,71,635
Other sorts ... ... ,,	64,716	80,511	89,491	5,13,826	6,93,147	9,33,826
Grain and Pulse—						
Rice in the Husk ... ... ,,	511,591	556,126	234,636	12,91,363	12,39,241	6,31,873
,, not in the Husk ... ... ,,	37,478,22[illegible]	33,888,675	30,934,289	15,61,42,488	13,89,63,059	13,09,37,119
Wheat ... ... ,,	18,635,471	11,879,460	50,357	9,53,58,515	4,80,73,605	3,02,529
Wheat Flour ... ... lbs.	72,755,642	70,240,591	54,082,042	49,25,604	42,66,486	34,95,541
Other Sorts ... ... cwts.	3,102,766	2,688,668	922,537	1,15,78,335	88,08,909	42,08,874
Hides and Skins—						
Hides ... ... ,,	734,894	1 072,849	1,726,338	3,72,52,116	4,70,58,878	7,44,08,345
Skins ... ... ,,	293,076	376,296	411,579	3,85,80,360	4,45,11,861	4,76,67,734
Jute—Raw... ... ... ,,	11,653,897	10,399,158	11,878,404	7,63,59,575	8,12,65,644	10,47,70,963
,, Gunny Bags ... ... No.	186,104,907	166,425,328	198,942,301	3,44,08,647	3,40,47,867	4,32,24,577
,, Cloth ... ... yds.	262,350,704	303,652,995	359,013,889	2,19,79,938	2,60,58,058	3,29,93,430
,, Other Sorts ... ... cwts.	.....	.....	.....	5,46,994	3,59,296	6,73,095
Lac—Shell, Button, Stick, &c. ... ,,	186,531	223,808	246,781	89,62,548	1,06,97,322	1,15,66,759
Opium ... ...chests.	62,464	67,754	70,799	6,50,48,580	7,83,28,011	9,66,64,344
Oils ... ... { gallons	4,775,805	5,617,627	4,826,186	} 77,44,349	83,01,693	75,87,377
... { cwts.	247,797	246,022	104,853			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	54,78,543	62,76,277	60,01,644
Spices ... ... lbs.	26,863,930	30,130,812	24,731,542	46,85,076	60,83,581	57,75,220
Saltpetre..... ... ... cwts.	374,102	367,231	375,577	35,48,555	35,49,759	36,93,584

Seeds—						
Linseed	cwts.	8,701,051	8,338,557	5,184,018	5,05,78,710	5,07,32,170	4,52,11,360
Rape	,,	4,692,536	3,612,567	1,795,126	2,79,26,146	2,10,22,101	1,26,97,519
Gingelly	,,	2,663,774	2,563,594	2,202,925	1,99,74,886	1,96,47,449	1,86,59,465
Poppy	,,	893,090	968,300	824,835	57,91,187	61,84,247	70,27,221
Castor	,,	1,245,800	981,797	786,816	76,92,370	56,43,206	54,25,990
Groundnuts	,,	26,239	120,680	198,148	1,75,519	7,53,783	13,85,554
Other Sorts	,,	416,630	721,419	204,043	25,95,922	38,02,770	16,22,330
Silk, Raw	lbs.	1,766,384	1,718,685	1,736,364	51,62,439	61,09,693	59,96,862
,, Piece Goods (including Silk mixed with other Materials)	yds.	1,326,553	1,428,485	1,285,513	12,21,576	12,88,379	12,29,960
Sugar and Sugarcandy, Refined ...	cwts.	35,673	40,061	24,358	4,53,076	4,92,668	3,08,845
,, Unrefined (Molasses, Goor, &c.)...	,,	299,083	564,623	2,97,360	14,72,546	29,90,378	15,19,688
Tea	lbs.	156,642,213	173,027,432	185,758,717	8,00,42,282	9,01,31,610	9,42,57,546
Tobacco, Cigars, &c.	,,	13,241,934	11,706,513	5,915,828	20,57,306	20,18,894	14,35,748
Wood, Teak	tons.	79,516	74,982	81,832	95,41,957	88,33,964	94,12,746
,, Other sorts (including woodenware)	value.	.....	.....	.....	11,80,778	15,47,513	17,19,253
Wool, Raw	lbs.	28,108,765	30,873,645	24,361,351	1,26,07,796	1,32,00,774	1,02,20,482
,, Manufactures of	value.	.....	.....	.....	22,74,852	24,09,647	30,09,258
All other Articles	,,	.....	.....	.....	3,49,05,765	3,98,61,768	5,27,08,899
Total Value Rs...		.....	.....	.....	1,07,06,13,587	1,07,93,29,557	1,02,44,81,915
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,680,998	1,910,710	1,286,888	9,06,883	10,07,337	7,81,629
,, Piece Goods	yds.	64,838,980	69,363,967	63,102,950	1,14,84,278	1,24,27,386	1,14,23,375
,, Shawls, Thread, &c. ...	value	.....	.....	.....	3,26,293	4,12,758	4,62,299
Ivory, Unmanufactured	lbs.	138,510	88,552	74,147	6,89,606	3,94,657	3,95,366
Metals	cwts.	212,820	390,061	372,011	11,75,509	17,47,166	20,28,293
Silk, Raw	lbs.	66,002	75,505	89,859	1,68,641	1,68,985	1,92,549
,, Piece Goods	yards.	566,624	551,869	541,860	4,44,655	4,59,898	4,97,012
Spices	lbs.	694,283	1,387,532	787,604	1,69,946	3,31,668	1,83,569
Sugar and Sugarcandy, Refined ...	cwts.	150,569	120,699	84,513	16,77,920	13,50,025	9,95,951
Tea	lbs.	2,171,331	1,413,559	1,825,968	14,19,948	8,80,857	12,41,960
Wool, Raw	,,	10,731,010	10,478,389	8,092,295	47,49,667	47,36,356	37,39,472
All other Articles	value.	.....	.....	.....	93,78,459	98,38,011	1,05,98,078
Total Value Rs....		.....	.....	.....	3,25,91,805	3,37,55,104	3,25,34,553
Grand Total Rs....		.....	.....	.....	1,10,32,05,392	1,11,30,84,661	1,05,70,16,468

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1898, 1899, and 1900.

ARTICLES.	Quantities.			Value.		
	1898.	1899.	1900.	1898.	1899.	1900.
				Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.) ... ... value.	.....	.....	.....	42,59,530	49,70,224	44,99,130
Arms, Ammunition, &c. ... ... „	.....	.....	.....	3,82,536	5,50,032	3,75,876
Building and Engineering Materials... „	.....	.....	.....	5,56,832	5,78,424	5,04,251
Cabinetware and Furniture ... „	.....	.....	.....	2,95,700	3,50,362	3,97,934
Candles ... ... lbs.	688,629	960,687	945,142	1,75,873	2,55,282	2,92,979
Clocks and Watches ... ... No.	125,538	147,853	147,805	7,89,586	8,15,884	8,82,126
Coal, Coke and Patent Fuel ... tons.	224,198	396,821	86,397	41,98,645	74,29,893	20,05,354
Cotton—Twist and Yarn ... ... lbs.	10,762,506	10,583,589	56,91,407	58,00,688	55,53,212	37,02,606
„ Piece Goods ... ... yards.	543,406,230	627,600,191	436,062,587	6,41,68,290	7,72,84,357	5,56,99,099
„ Shawls and Handkerchiefs ... No.	6,288,410	15,156,221	5,274,936	4,46,052	9,74,697	5,49,637
„ Lace, Nets, Hosiery, &c. ... value.	.....	.....	.....	17,05,296	25,82,163	19,76,120
Chemical Products and Preparations. „	.....	.....	.....	14,56,319	14,83,262	15,00,062
Drugs and Medicines ... ... „	.....	.....	.....	21,77,994	21,19,277	21,31,962
Dyeing and Coloring Materials—						
Aniline and Alizarine Dyes ... lbs.	6,735,136	6,861,890	4,918,276	50,73,948	43,70,112	32,24,917
Other sorts ... ... cwts.	18,231	18,481	32,236	8,64,184	8,98,769	11,11,765
Earthenware and Porcelain ... value.	.....	.....	.....	6,42,915	6,98,125	5,57,668
Fireworks ... ... „	.....	.....	.....	3,95,978	4,21,644	1,16,312
Glass ... ... „	.....	.....	.....	28,46,545	36,46,432	30,66,940
Gums and Resins ... ... cwts.	59,816	66,589	54,767	6,87,878	7,73,965	7,56,539

Hides and Skins—							
Hides... ... ... No.	5,365	6,461	1,705	33,313	66,289	25,556	
Skins... ... ... „	922,349	892,662	635,449	8,78,002	8,32,130	6,33,843	
Instruments and Apparatus ... value.	.....	.....	.....	13,77,663	15,55,470	15,54,266	
Ivory, unmanufactured ... ... lbs.	253,896	245,396	233,428	16,13,616	15,68,138	14,48,602	
Jewellery, Precious Stones, Pearls, &c. value.	.....	.....	.....	46,76,227	1,01,90,115	47,57,453	
Leather (including Saddlery, &c.) ... „	.....	.....	.....	11,46,102	12,03,429	9,28,130	
„ Boots and Shoes ... ... pairs.	134,360	159,843	179,020	4,39,770	5,17,459	5,53,870	
Liquors—Ale, Beer and Porter ...gallons	858,919	1,278,753	1,230,794	11,36,177	14,46,612	13,01,170	
„ Spirits, Wines, &c... ... „	493,194	483,141	479,003	37,41,258	37,78,659	35,71,864	
Machinery and Millwork ... ... value.	.....	.....	.....	1,43,27,100	1,36,96,125	74,60,833	
Matches, Lucifer and other ... „	.....	.....	.....	14,87,295	10,51,633	11,58,672	
Metals (excluding Hardware & Cutlery). tons.	85,178	74,798	67,191	1,85,13,278	1,46,66,834	1,71,40,044	
„ Hardware and Cutlery ... value.	.....	.....	.....	49,38,901	56,02,914	59,80,710	
Oil, Mineral—Kerosine ... ...gallons	24,374,481	19,641,231	20,955,953	94,00,476	85,58,363	1,04,52,228	
„ „ other sorts ... ... „	} 1,360,500	1,576,568	{ 1,794,047	} 13,20,131	15,13,355	12,67,936	
„ all other sorts ... ... „			279,366				
„ „ „ ... ... cwts.	320	46	167				
Paints and Colors (excluding Painters' Materials) ... ... cwts.	81,045	95,447	68,168	10,18,210	11,21,229	10,22,950	
Paper and Pasteboard ... ... value.	.....	.....	.....	21,81,428	23,45,263	21,69,976	
Perfumery ... ... „	.....	.....	.....	1,31,983	1,83,657	1,67,919	
Provisions ... ... „	.....	.....	.....	53,74,701	66,67,497	78,64,660	
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,38,22,556	1,71,86,164	65,21,559	
Silk, Raw ... ... lbs.	1,614,162	1,662,088	1,905,442	51,20,239	56,35,504	75,03,348	
„ Piece Goods (including silk mixed with other materials) ... yards	8,505,004	7,586,870	7,806,399	66,28,860	65,37,040	67,85,442	
„ Goods other sorts ... ... value.	.....	.....	.....	7,83,449	18,28,949	18,73,692	
Spices ... ... lbs.	11,874,098	16,103,030	11,209,631	19,31,654	26,06,468	19,70,998	
Sugar, refined and unrefined ... cwts.	2,077,169	1,754,915	2,114,133	2,21,16,655	1,85,26,368	2,37,22,407	
Tea ... ... lbs.	2,639,067	2,599,257	3,967,148	14,95,059	13,61,067	21,24,979	
Tobacco, Cigars, &c. ... ... „	366,091	465,653	573,651	4,79,716	5,81,300	6,54,080	
Umbrellas ... ... No.	1,061,737	1,367,585	1,234,795	9,76,219	12,53,255	12,23,010	
Woollen Piece Goods ... ... yards.	4,653,971	7,425,179	5,398,630	38,28,440	57,91,803	50,90,874	
„ Goods other sorts ... ... value.	.....	.....	.....	6,41,976	9,69,432	12,89,962	
All other Articles... ... ... „	.....	.....	.....	1,72,13,817	2,28,20,367	3,68,01,868	
Total value Rs....	.....	.....	.....	24,56,99,110	27,74,19,004	24,83,76,568	

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1898, 1899, and 1900.

ARTICLES.	Quantities.			Value.		
	1898.	1899.	1900.	1898.	1899.	1900.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,855	2,041	4,179	1,17,392	67,106	1,56,621
Coir, manufactured and unmanufactured (excluding Ropes) ... „	25,843	14,164	16,394	2,04,343	1,22,205	1,40,310
Cotton—Raw ... ... „	3,473,580	3,829,621	15,64,510	7,37,38,141	7,79,26,007	4,54,43,940
„ Twist and Yarn ... ... lbs.	186,801,559	240,523,160	104,464,407	5,82,47,073	6,65,21,258	3,64,10,805
„ Piece Goods ... ... yards.	38,155,091	50,989,654	37,852,359	48,92,986	66,17,750	52,63,746
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,69,234	5,57,011	4,89,116
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	658,887	763,268	856,748	24,42,055	28,90,001	30,44,395
Other sorts ... ... „	26,704	33,553	33,312	15,50,437	15,46,183	15,48,646
Grain and Pulse—						
Rice ... ... „	1,038,801	773,200	577,323	56,12,872	40,97,296	32,00,879
Wheat... ... ... „	6,224,784	2,903,782	24,647	3,32,60,343	1,22,25,220	1 69,130
Wheat flour ... ... lbs.	61,331,087	58,662,614	41,835,330	41,48,872	35,60,935	27,98,069
Other sorts ... ... cwts.	1,946,845	868,593	157,892	71,44,780	30,61,767	8,28,076
Hides and Skins—						
Hides ... ... No.	182,331	359,241	2,737,374	8,40,543	16,87,952	1,06,21,411
Skins ... ... „	4,384,089	4,360,022	5,880,742	63,60,063	63,63,786	80,34,635
Oils ... ...gallons	289,656	321,484	262,815	7,29,736	7,39,686	6,56,169
Opium ... ...chests.	23,201½	25,793	26,447	2,51,95,200	2,98,92,976	3,58,94,204
Seeds—						
Linseed ... ... cwts.	2,727,422	2,135,719	836,030	1,65,67,361	1,37,09,307	76,39,095

Rape	„	2,311,105	2,011,487	1,028,562	1,40,48,965	1,19,25,928	76,26,711
Gingelly	„	2,113,862	1,694,458	1,775,670	1,56,11,091	1,27,09,551	1,49,69,742
Poppy	„	546,209	582,409	458,570	35,42,948	37,59,619	38,76,086
Groundnuts	„	19,760	94,358	3,022	1,42,645	6,17,344	23,804
Other sorts	„	1,258,189	1,351,873	726,689	74,81,872	73,46,860	54,58,633
Spices	lbs.	6,046,866	5,647,703	5,533,443	12,91,476	12,47,795	13,85,679
Sugar, refined and unrefined ...	cwts.	21,269	29,683	23,569	2,70,279	3,34,995	2,77,530
Tea	lbs.	3,383,647	2,559,855	1,877,789	17,94,885	12,95,163	9,38,719
Tobacco, Cigars, &c.	„	5,788,671	5,418,717	26,78,489	7,36,104	6,83,107	3,68,470
Wool, Raw	„	13,229,882	14,694,955	11,246,543	67,11,606	69,27,494	51,94,344
Woollen Shawls	No.	2,051	1,595	1,100	1,69,041	1,03,679	49,477
All other articles	value.	.....	.....	.....	1,45,16,452	1,75,26,616	2,08,67,445
Total value Rs....		.....	.....	.....	30,78,38,795	29,60,64,597	22,33,75,887
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs	1,454,695	1,568,626	1,105,742	7,97,303	8,33,063	6,54,294
„ Piece Goods	yds.	60,198,792	64,179,488	56,933,767	1,07,24,844	1,15,96,546	1,05,05,970
„ Shawls and Handkerchiefs ...	No.	743,529	923,576	925,614	1,31,447	1,70,607	1,75,207
„ Lace, Thread, &c.	value.	.....	.....	.....	1,83,181	2,27,652	2,66,678
Gums and Resins	cwts.	32,040	38,429	38,098	5,13,361	6,49,825	6,23,826
Ivory, unmanufactured	lbs.	138,510	88,552	74,147	6,89,606	3,94,657	3,95,366
Provisions	value.	.....	.....	.....	11,53,630	11,41,765	8,51,373
Silk, Raw	lbs.	64,658	70,819	87,002	1,62,781	1,55,335	1,88,549
„ Piece Goods (including silk mixed with other materials) ...	yards.	557,209	510,699	534,178	4,36,399	4,32,748	4,83,757
Sugar, refined	cwts.	133,996	112,113	75,943	14,87,827	12,52,988	8,93,369
Tea	lbs.	2,160,069	1,410,158	1,816,865	14,15,057	8,78,102	12,38,814
Wool, Raw	„	1,243,368	662,816	572,852	3,62,950	2,08,775	2,21,727
Woollen Piece Goods	yards.	175,710	308,525	320,541	1,90,599	3,15,871	3,32,263
„ Shawls, &c.	value.	.....	.....	.....	29,101	34,053	68,297
All other articles	„	.....	.....	.....	63,24,073	67,44,256	74,49,371
Total value Rs....		.....	.....	.....	2,46,02,159	2,50,36,243	2,43,48,861
Grand Total Rs....		.....	.....	.....	33,24,40,954	32,11,00,840	24,77,24,748

SHIPPING—FOR

Number and Tonnage of Vessels; distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1890-91 ...	2,091	501 976	1,570	2,480 276	3,661	2 991 252	1,352	324 452
1891 92 ...	2 153	455 262	1,617	2,561,855	3,770	3 017,117	1,281	374,124
1892-93 ...	2 238	442,105	1,585	2,544 410	3 823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1 623	2 610 037	3 648	3 063,104	1,034	263,242
1894-95 ...	1 966	401,363	1 819	2,911,794	3,785	3,313 157	1,143	309,932
1895-96 ...	2,021	362,029	1,835	2,919 232	3,856	3,311 261	999	260,C89
1896-97 ...	1 890	299,020	1,775	2,877,982	3 665	3,177,002	1,012	233 645
1897-98 ...	1 929	371,147	1,704	2 732 192	3 633	3,103 339	967	250 151
1898-99 ...	1 659	312 382	1 849	2 991 245	3 508	3 303 627	739	192,726
1899-1900 ..	1 374	245 511	1 927	3 167,880	3 301	3,413 391	539	126 851

CLEAR

1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643 408	793	66,438
1891-92 ...	2 551	708 371	2,157	3,427,402	4,708	4,135,773	676	80,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4 585	3 605 988	610	94,445
1893-94 ...	2 459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2 566	654 055	2,066	3,247,475	4 632	3,901,530	530	77,983
1895-96 ..	2 457	547,271	2,066	3,341 190	4,523	3,888,461	424	76,361
1896-97 ...	2 363	456,364	1,926	3 078,441	4 289	3 534,805	495	79 571
1897-98 ...	2,236	517 461	1,930	3 084,919	4 166	3,602 3s0	482	84 479
1898-99 ...	2,025	466,487	2 337	3,938,474	4 362	4,401 961	303	53,311
1899-1900 ...	1,652	350,143	2 168	3,674,339	3 820	4 024 482	148	34,235

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1899-91 *to* 1899-1900.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
477	517,137	1,820	871,580	3,443	835,428	2,047	3,027,413	5,490	3,862,841
635	917,131	1,916	1,291,258	3,434	829,386	2,252	3,478,989	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,930	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	550,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	561,271	1,312	814,422	2,896	621,298	2,079	3,296,163	4,977	3,917,761
648	1,086 833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	939,106	1,091	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348

ED.

192	112,267	985	178,705	3,510	839,131	2,023	2,982,982	5,533	3,822,113
88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	615	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,910	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519 798	2,443	4,012,662	4,771	4,532,460
105	93,421	313	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1890-91 ...	324	46,232	624	1,107,698	948	1,153,930	3	279
1891-92 ...	408	54,344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ...	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1 160 838	776	1,190,766	7	1,292

CLEAR

1890-91 ...	331	36,034	504	889,002	835	925,036	5	720
1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1890-91 *to* 1899-1900.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193

ED.

25	39,606	30	40,326	336	36,754	529	928,608	865	965,362
21	35,471	26	36,866	345	41,093	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,009	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,512	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	9,77,090	690	1,006 321

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	43	86,783	30	3,276	4	150
February	49	104,153	18	2,044	7	381
March	34	76,030	32	5,294	13	1,164
April	52	106,689	7	901	10	811
May	44	86,968	5	740	6	551
June	11	81,938	...	...	3	317
July	34	73,767	...	...	...	...
August	39	77,155	1	517	...	...
September	36	73,737	3	528	16	1 660
October	37	74,813	16	1,884	31	2,357
November	48	97,889	31	3,579	33	2,567
December	45	100,590	29	3,500	17	1,301
Total	502	1,040,532	172	22,263	140	11,262

CLEAR

January	31	68,305	24	2,473	30	3,130
February	33	75,734	28	3,304	17	1,641
March	34	77,245	28	3,307	5	567
April	28	60,929	24	2,732	5	686
May	35	79,064	5	794	6	553
June	26	60,303	...	...	...	...
July	26	59,158	...	...	...	...
August	30	60,539	...	...	1	74
September	24	56,612	1	181	5	379
October	22	44,067	7	693	6	518
November	28	60,420	16	2,279	9	755
December	33	79,539	23	2,295	22	2,470
Total	350	781,915	156	18,058	106	10,783

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1900.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1	1,819	3	921	...	...	77	90,209	4	2,740
3	7,069	...	...	...	...	74	106,581	3	7,069
3	7,935	...	...	...	...	79	82,488	3	7,935
...	...	...	...	...	...	60	108,401	...	...
2	4,763	...	...	...	...	55	88,259	2	4,763
7	13,081	...	...	1	149	44	82,255	8	13,230
2	2,066	1	673	...	...	34	73,787	3	2,739
2	2,549	...	...	...	...	40	77,672	2	2,549
2	5,450	...	...	...	...	55	75,925	2	5,450
3	5,138	...	...	...	...	84	79,054	3	5,138
1	1,291	...	...	...	...	112	104,035	1	1,291
4	7,148	3	271	...	...	91	105,391	7	7,419
30	58,309	7	1,865	1	149	814	1,074,057	38	60,323

ED.

2	1,976	...	...	...	...	85	73,908	2	1,976
...	...	...	...	...	...	78	80,679	...	...
...	...	...	...	...	...	67	81,119	...	...
...	...	...	...	1	100	57	64,357	1	100
...	...	...	...	...	...	46	80,411	...	...
3	4,656	...	...	...	...	26	60,303	3	4,656
2	6,789	...	...	...	...	26	59,158	2	6,789
1	2,244	...	...	...	...	31	60,613	1	2,244
1	1,881	...	...	1	103	30	57,172	2	1,984
...	...	...	...	1	47	35	45,278	1	47
3	5,290	...	...	1	55	53	63,454	4	5,345
2	4,982	...	...	...	...	78	84,304	2	4,982
14	27,818	...	...	4	305	612	810,756	18	28,123

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1882.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1882	34,798	56,986,687	No Records.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,778	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 4·22 and in 1896 to 1900 by 4·00.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1881.....	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892.....	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893.....	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894.....	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895.....	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896.....	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897.....	361,221	645	361,866	91,095	452,961	5,822	458,783
1898.....	437,645	475	438,120	108,691	546,811	7,125	553,936
1899.....	579,619	250	579,869	94,029	673,898	4,408	678,306
1900.....	253,331	100	253,431	87,998	341,429	5,480	346,929

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1899-1900

From Official Returns.] [*Yedr ending 31st March.*

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods. Millons of [000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees [000's omitted].	Per-centage %
				Goods.	Yarns.	Millions of lbs. [000's omitted].	Per-centage %			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%			Goods.	Yarns.	%	%		
Foreign Ports	48·06	*12·01	219·46	20·69	87·74	231·47	75·11	†63·26	625·46	23·38	86·55	‡688·72	69·34
Indian Ports	86·01	*21.50	27·37	37·04	10·94	48·87	15·86	109·38	86·56	40·42	11·98	195·94	19·73
Interior by Rail	*08·12	24·53	3·30	42·27	1·32	27·83	9·03	97·97	10·59	36·20	1·47	108·56	10·93
Total Indian...	184·13	46·03	30·67	79·31	12·26	76·70	24·89	207·35	97·15	76·62	13·45	304·50	30·66
Grand Total...	232·19	58·04	250·13	100·00	100·00	308·17	100·00	270·61	722·61	100·00	100·00	993·22	100·

† Assuming 4 yards to be the equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
‡ Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 68·37 lakhs or
* Inclusive of Yarns 693·83 lakhs of rupees.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1898-99.

From Official Returns.] [*Year ending 31st March.*

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees [000's omitted.]	Percentage %
				Goods.	Yarns.	Millions of lbs. [000's omitted].	Percentage %	Goods.	Yarns.	Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%					%	%		
Foreign Ports	43·27	*10·82	197·90	22·56	82·84	208·72	72·75	†55·41	590·70	23·57	81·56	‡646·11	67·35
Indian Ports	72·74	*18·18	36·79	37·89	15·40	54·97	19·16	94·92	120·14	40·37	16·60	215·06	22·42
Interior by Rail	*75·92	18·98	4·21	39·55	1·76	23·19	8·09	84·78	13·35	36·06	1·84	98·13	10·23
Total Indian...	148·66	37·16	41·00	77·44	17·16	78·16	27·25	179·70	133·49	76·43	18·44	313·19	32·65
Grand Total...	191·93	47·98	238·90	100·00	100·00	286·88	100·00	235·11	724·19	100·00	100·00	959·30	100·00

* Assuming 4 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 60·88 lakhs or
‡ Inclusive of Yarns 651·68 lakhs of Rupees.

Foreign Countries to which Grey Cotton-Piece Goods of Bombay Manufacture have been exported since 1893-94.

FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.
T. Cloths ...	Mozambique	4·11	3·71	3·72	2·85	4·16	3·72	3·11
	Zanzibar	4·42	5·65	6·39	8·69	6·30	7·18	4·31
	Aden	2·24	2·05	2·53	·95	·75	·60	·82
	China—Hongkong	·07	·29	·27	·35	2·16	·47	·65
	Do. Treaty Ports*	1·56	1·02	1·34	5·05	7·31	4·21	2·23
	Mekran and Sonmiani... ...	·15	·21	·24	·04	·13	·13	·01
	Abyssinia	1·80	1·35	·09	1·80	·65	1·13	3·18
	Other Countries	2·92	2·44	3·05	2·38	2·81	3·35	2·08
	Total...	17·27	16·72	17·63	22·11	24·27	20·79	16·39
Sheetings ...	Abyssinia	·01	·03	·10	·22	2·95	3·45	1·84
	Mozambique	·03	·06	·75	1·08	1·61	1·72	2·74
	Zanzibar	1·61	3·25	3·07	3·47	5·84	5.16	6·39
	Aden	·13	·23	·45	·85	1·80	3·12	2·38
	Arabia	·17	·36	·64	·76	·68	1·28	·65
	China—Treaty Ports* ...	·11	·03	...	·68	·84	·02	·06
	Other Countries	·19	·20	·39	·96	1·52	1·85	·68
	Total...	2·25	4·16	5·40	8·02	15·24	16·60	14·74
Domestics ...	Aden	2·89	3·60	4·96	5·40	8·59	8·46	4·66
	Arabia	·12	·11	·11	·13	·25	·33	·15
	Other Countries	·88	·14	·25	·34	·27	·27	·08
	Total...	3·39	3·85	5·32	5·87	9·11	9·06	4·89

Drills and Jeans...	Zanzibar...	.....	.....	.....	...	.....	.....	.....
	Aden	·29	.....	·02	...	.....	.....	.....
	Other Countries	·09	·02	.....	·10	·02	·01	·07
	Total...	·38	·02	·02	·10	·02	·01	·07
Long Cloths ...	Abyssinia	·53	1·37	·03	2·42	2·18	1·31	1·45
	Mozambique	1·03	·88	·60	·28	.....	·02	·01
	Zanzibar...	·86	·23	·41	1·58	·30	·52	·62
	Aden	3·83	3·55	5·07	2·20	1·74	3·58	2·23
	China—Treaty Ports*... ...	1·60	·26	·08	·40	2·50	·96	1·52
	Arabia	·49	·14	·44	·24	1·19	1·80	1·51
	Persia	·05	·40	·51	·59	·55	·75	·42
	Straits	·18	·10	·05	·06	·15	·19	·11
	Turkey in Asia...	1·89	1·46	1·31	2·30	2.44	2·90	1·94
	Egypt	·67	·71	·17	·17	1·68	·88	1·10
	Other Countries	·62	·45	·22	·36	·13	·16	·26
	Total...	11·75	9·55	8·89	10·60	12·86	13·07	11·17
Chudders... ...	Aden	·64	·62	·46	·65	·66	·92	·55
	Zanzibar...	1·49	1·62	1·89	2·00	1·27	1·27	·88
	Other Countries	1·29	1·18	1·04	·86	1·05	·99	·58
	Total...	3·42	3·42	3·39	3·51	2·98	3·18	2·01
Dhooties	Aden	·02	·04	·02	·08	·03	·06	·06
	Other Countries	·14	·22	·12	·04	·30	·27	·27
	Total...	·16	·26	·14	·12	·33	·33	·33
Other Sorts... ...	Total...	4·45	1·67	·52	·21	·09	·10	·01
	Grand Total...	43·07	39·65	41·31	50·54	64·90	63·14	49·61

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture xported to Foreign Ports since 1893-94.

From Government Returns.] [*Years ending 31st March*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1899-1900	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94
T. Cloths	17·27	16·72	17·63	22·11	24·27	20·79	16·39
Sheetings	2·25	4·16	5·40	8·02	15·24	16·60	14·74
Domestics	3·39	3·85	5·32	5·87	9·11	9·06	4·89
Drills and Jeans ...	·38	·02	·02	·10	·02	·01	·07
Long Cloths	11·75	9·55	8·89	10·60	12·86	13·07	11·17
Chudders	3·42	3·42	3·39	3·51	2·98	3·18	2·01
Dhooties	·16	·26	·14	·12	·33	·33	·33
Other Sorts	4·45	1·67	·52	·21	·09	·10	·01
Total Millions of Yards ...	43·07	39·65	41·31	50·54	64·90	63·14	49·61
Total Lakhs of Rupees ...	52·36	47·11	49·22	61·16	80·54	75·95	57·59

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1892-93.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.
Mule No. 15s and under	125·28	95·82	68·62	50·93	49·37	43·63	35·74	55·99
„ „ 16s to 24s	92·92	101·21	100·05	124·44	121·65	101·99	88·37	113·70
„ „ 25s to 32s	·16	·17	·13	·18	·21	·42	·41	·20
„ „ 33s to 44s	·03	...	...	·15	·02	·10	·05	·02
Total ...	218·39	197·20	168·80	175·70	171·25	146·14	124·57	169·91
Water No. 20s and under	...	...	·27	·07	·01	·03	·11	·08
„ „ 21s to 30s	...	...	...	...	...	...	·05	...
„ „ 31s to 40s	...	...	...	...	·01	...	·03	·01
Total ...	...	...	·27	·07	·02	·03	·19	·09
Colored Yarns ... Total ...	1·07	·70	·99	·85	1·10	·86	·70	·78
Total Yarns ...	219·46	197·90	170·06	176·62	172·37	147·03	125·46	170·78

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1892-93.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.
Mule No. 15s and under	Aden	1·68	·98	1·24	·85	·86	1·50	·99	·71
	Japan	·02	...	...	...	...	...	·03	·20
	China, Hongkong	57·29	62·75	43·07	32·99	35.78	33·71	24·87	43·95
	China, Treaty Ports*	65·69	31·18	23·63	16·37	12·13	7·74	9·61	10·91
	Other Countries...	·60	·91	·68	·72	·60	·68	·24	·22
	Total ...	125·28	95·82	68·62	50·93	49·37	43·63	35·74	55·99
16s to 24s ...	Aden	·51	·50	·58	·45	·42	·54	·41	·29
	Japan	·12	·04	·35	·64	1·21	2·58	5·64	6·82
	China, Hongkong	35·70	49·86	47·74	59·41	53·00	57·12	42·31	53·71
	China, Treaty Ports*	52·98	44·40	46·06	59·44	62·58	35·05	35·54	50·32
	Straits	2·22	3·71	3·16	2·57	2·54	4·25	2·83	1·25
	Other Countries	1·39	2·71	2·16	1·93	1.90	2·45	1·64	1·31
	Total ...	92·92	101·22	100·05	124·44	121·65	101·99	88·37	113·70
Above No. 24s ...	Total ...	·19	·16	·14	·33	·23	·52	·46	·22
	Total Mule ...	218·39	197·20	168·81	175·70	171·25	146·14	124·57	169·91
Water	„ Water ...	...	...	·27	·07	·02	·03	·19	·09
Coloured... ...	„ Colored ...	1·07	·70	·99	·85	1·10	·86	·70	·78
	Grand Total ...	219·46	197·90	170·07	176·62	172·37	147·03	125·46	170·78
	Value in Lakhs of Rs.	625·46	590·69	594·78	648·92	629·60	525·80	465·05	614·08

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000s omitted). [*Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1861	...	835	61	896	American War. In '63 & '64 Bombay imported Cotton from China.		1881	1,244	874	60	934	273	1,207
1862	...	911	8	919			1882	1,832	1,521	87	1,608	277	1,885
1863	...	867	3	870			1883	1,770	1,335	95	1,430	313	1,743
1864	...	1,065	1	1,066			1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,187	14	1,201	42	1,243	1885	1,139	791	70	861	392	1,253
1866	...	1,277	5	1,282	46	1,328	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,030	48	1,078	47	1,125	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,225	56	1,281	48	1,329	1888	1,472	893	58	951	500	1,451
1869	...	1,115	50	1,165	49	1,214	1889	1,851	1,286	46	1,332	565	1,897
1870	...	967	39	1,006	50	1,056	1890	2,235	1,488	71	1,559	636	2,195
1871	1,085	1,002	48	1,050	52	1,102	1891	2,020	1,070	107	1,177	762	1,939
1872	1,151	1,079	34	1,113	53	1,166	1892	1,770	905	202	1,107	728	1,835
1873	978	917	34	951	67	1,018	1893	1,738	816	169	985	724	1,709
1874	1,311	1,192	25	1,217	83	1,300	1894	1,769	908	159	1,067	731	1,798
1875	1,345	1,285	20	1,305	135	1,440	1895	1,540	525	143	668	815	1,483
1876	1,073	980	35	1,015	147	1,162	1896	2,151	800	346	1,146	849	1,995
1877	1,141	920	38	958	161	1,119	1897	1,612	603	405	1,008	703	1,711
1878	961	800	46	846	204	1,050	1898	1,730	424	409	833	817	1,650
1879	832	652	64	716	181	897	1899	2,033	578	520	1,098	951	2,049
1880	1,171	874	34	908	220	1,128	1900	988	117	444	561	745	1,306

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1878 to 1900.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323.496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740

* Including transhipments in Harbour. † Including goat hair.

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900.

From 1st to 31st January 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,14,000	4,62,000	.....	58,28,769	.....	3,400	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	1,360	7,800	3,00,149	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	91,918	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	9,000	.....	.....	.....	55,600	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	40
OTHER PORTS.....	14,315	3,68,798	13,96,695	.....	1,28,401	4,26,354	6
Total Imports from 1st to 31st January 1900	6,29,675	8,47,598	16 96,844	59,20,678	1,28,401	4,85,354	46
Imported same time last year...	7,11,588	12,25,256	1,41,334	44,89,247	6,11,161	2,44,769	132

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 28th February 1900.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom— London	28,63,112	83,02,500	.....	37,74,415	.....	.....	.....
Continent of Europe— Trieste, Marseilles, &c.	.....	7,575	1,05,285	.....	.....	987	.....
United States— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia— Melbourne, Sydney, Adelaide, &c.	.....	3,75,000	.....	.....	.....	.....	.....
China— Hongkong and Shanghai	22,137	37,500	.....	.....	14	.....	.....
Straits— Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	24,958	9,73,155	47,93,719	.....	1,37,280	2,75,007	115
Total	29,10,207	96,95,730	48,99,004	37,74,415	1,37,294	2,75,994	115
Previously Imported	6,29,675	8,47,598	16,96,844	59,20,678	1,28,401	4,85,354	46
Total Imports from 1st January to 28th February 1900	35,39,882	1,05,43,328	65,95,848	96,95,093	2,65,695	7,61,348	161
Imported same time last year	16,09,830	1,69,80,448	3,66,437	92,53,262	9,80,582	4,17,490	239

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 31st March 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	20,79,200	2,20,325	75,000	39,65,182	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	2,300	1,065	4,075	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	3,08,502	.....	.....	93,353	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,61,603	5,69,761	8,53,800	.....	10	23,500	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	14,147	2,05,049	26,73,184	.....	20,993	3,94,460	2
Total.....	25,65,752	9,96,200	36,06,059	40,58,535	21,003	4,17,960	2
Previously Imported.....	35,39,882	1,05,43,328	65,95,848	96,95,093	2,65,695	7,61,348	161
Total Imports from 1st January to 31st March 1900	61,05,634	1,15,39,528	1,02,01,907	1,37,53,628	2,86,698	11,79,308	163
Imported same time last year...	46,34,135	2,21,85,866	6,29,981	1,24,70,959	14,29,979	5,42,286	247

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 30th April 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,52,600	3,00,000	1,82,665	6,76,497	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,385	2,31,094	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	1,67,710	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,87,500	2,16,720	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	8	.....	.....
OTHER PORTS	12,035	2,89,996	21,80,158	.....	1,01,135	2,55,651	.....
Total.....	9,64,635	7,78,881	28,10,637	8,44,207	1,01,143	2,55,651	.....
Previously Imported	61,05,634	1,15,39,528	1,02,01,907	1,37,53,628	2,86,698	11,79,308	163
Total Imports from 1st January to 30th April 1900	70,70,269	1,23,18,409	1,30,12,544	1,45,97,835	3,87,841	14,34,959	163
Imported same time last year...	77,22,732	2,64,42,710	10,42,791	2,08,88,923	16,35 210	6,54,460	1,894

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 31st May 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,98,400	1,58,839	75,000	9,11,960	.....	3,173	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	8,580	3,50,514	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	11,175	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	9,732	4,28,668	48,85,134	.....	41,919	2,07,287	.....
Total	10,08,132	6,07,262	53,10,648	9,11,960	41,919	2,10,460	.....
Previously Imported	70,70,269	1,23,18,409	1,30,12,544	1,45,97,835	3,87,841	14,34,959	163
Total Imports from 1st January to 31st May 1900	80,78,401	1,29,25,671	1,83,23,192	1,55,09,795	4,29,760	16,45,419	163
Imported same time last year	1,02,29,110	2,88,13,954	15,62,294	2,38,14,757	17,48,198	7,69,744	1,994

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 30th June 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	12,23,162	6,03,415	.....	18,11,160	2	.....	6
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	30,250	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	2,62,821	21	.....	.....
China—							
Hongkong and Shanghai	31,322	9,660	.....	.....	15	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	22,071	51,817	2,688	.....	19,830	1,34,542	275
Total	12,76,555	6,64,892	32,938	20,73,981	19,868	1,34,542	281
Previously Imported	80,78,401	1,29,25,671	1,83,23,192	1,55,09,795	4,29,760	16,45,419	163
Total Imports from 1st January to 30th June 1900	93,54,956	1,35,90,563	1,83,56,130	1,75,83,776	4,49,628	17,79,961	444
Imported same time last year	1,30,12,582	3 07,89,714	17,51,175	2,91,29,301	19,24,688	8,98,687	2,482

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 31st July 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	40,45,990	25,55,175	.....	3,41,508	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,575	50,813	.....	.....	1,607	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	7,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	2,280	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	23,360	15,80,548	2,03,428	602	87,118	1,81,484	39
Total	40,69,350	48,89,578	2,54,241	3,42,110	87,118	1,83,091	39
Previously Imported	93,54,956	1,35,90,563	1,83,56,130	1,75,83,776	4,49,628	17,79,961	444
Total Imports from 1st January to 31st July 1900	1,34,24,306	1,84,80,141	1,86,10,371	1,79,25,886	5,36,746	19,63,052	483
Imported same time last year	1,43,05,306	3,25,62,285	21,47,029	3,86,64,278	21,26,070	10,65,026	2,550

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 31st August 1900.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,44,000	6,91,901	.....	17,59,950	.....	4,008	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	8,235	11,548	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,61,396	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	34,093	3,89,391	43,712	1,112	77,131	96,104	.....
Total	3,78,093	10,89,527	55,260	22,22,458	77,131	1,00,112	.....
Previously Imported	1,34,24,306	1,84,80,141	1,86,10,371	1,79,25,886	5,36,746	19,63,052	483
Total Imports from 1st January to 31st August 1900	1,38,02,399	1,95,69,668	1,86,65,631	2,01,48,344	6,13,877	20,63,164	483
Imported same time last year	1,66,02,108	3,35,92,274	24,98,010	4,53,66,726	22,03,097	12,40,656	2,554

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 30th September 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	7,80,000	90,000	.....	67,99,894	.....	157	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,290	3,162	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	5,66,966	.....	121	.....
CHINA—							
Hongkong and Shanghai	16,125	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	28,710	1,29,307	21,437	.....	2,33,043	52,965	59
Total ...	8,24,835	2,20,597	24,599	73,66,860	2,33,043	53,243	59
Previously Imported.....	1,38,02,399	1,95,69,668	1,86,65,631	2,01,48,344	6,13,877	20,63,164	483
Total Imports from 1st January to 30th September 1900	1,46,27,234	1,97,90,265	1,86,90,230	2,75,15,204	8,46,920	21,16,407	542
Imported same time last year.....	1,75,79,880	3,37,53,651	26,66,225	5,06,71,901	22,49,245	13,39,291	2,580

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 31st October 1900.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,80,000	1,12,500	.....	35,04,329	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	1,50,000	53,295	3,812	80,034	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	22,50,000	.....	7,29,908	.....	.....	.....
CHINA—							
Hongkong and Shanghai	15,964	.....	.....	.....	.....	24,179	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	18,067	5,46,728	1,636	553	4,91,798	66,948	.....
Total.....	30,64,031	29,62,523	5,448	43,14,824	4,91,798	91,127	.....
Previously Imported.....	1,46,27,234	1,97,90,265	1,86,90,230	2,75,15,204	8,46,920	21,16,407	542
Total Imports from 1st January to 31st October 1900	1,76,91,265	2,27,52,788	1,86,95,678	3,18,30,028	13,38,718	22,07,534	542
Imported same time last year...	1,83,91,514	3,78,92,699	50,57,359	5,88,04,192	22,97,090	15,30,440	2,580

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*contd.*

From 1st to 30th November 1900.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,03,600	.....	.....	28,71,413	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	795	7,962	203	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	3,62,017	.....	.....	.....
CHINA—							
Hongkong and Shanghai	31,250	.....	.....	.....	33	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	16,820	1,60,402	12,590	855	5,64,534	70,917	8
Total	6,51,670	1,61,197	20,552	32,34,488	5,64,567	70,917	8
Previously Imported	1,76,91,265	2,27,52,788	1,86,95,678	3,18,30,028	13,38,718	22,07,534	542
Total Imports from 1st January to 30th November 1900	1,83,42,935	2,29,13,985	1,87,16,230	3,50,64,516	19,03,285	22,78,451	550
Imported same time last year	1,89,44,430	3,97,24,045	81,37,017	6,36,32,254	23,27,111	18,67,156	2,602

Total Imports of Treasure from Foreign Countries into Bombay during the year 1900—*concld.*

From 1st to 31st December 1900.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	26,62,500	3,37,500	.....	5,27,596	.....	6,665	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	365	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	2,46,792	37,57,500	.....	1,50,239	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	22,600	28,241	12,122	.....	1,98,128	1,22,622	1,463
Total	29,31,892	41,23,241	12,487	6,77,835	1,98,128	1,29,287	1,463
Previously Imported	1,83,42,935	2,29,13,985	1,87,16,230	3,50,64,516	19,03,285	22,78,451	550
Total Imports from 1st January to 31st December 1900	2,12,74,827	2,70,37,226	† 1,87,28,717	3,57,42,351	21,01,413	24,07,738	2,013
Imported same time last year	2,04,49,995	4,08,75,590	1,07,43,741	6,82,59,917	23,67,908	22,71,821	2,602

† Corrected.

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900.—*contd.*

From 1st to 31st January 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,69,669	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseillee, &c	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	7,191	3,60,238	.....	.....
STRAITS— Penang and Singapore	.....	.....	.....	.....	42,30,565	.....	.....
OTHER PORTS	.....	.....	8,058	2,016	8,917	6,000	.....
Total Exports from 1st to 31st January 1900	10,69,669	.....	8,058	9,207	45,99,720	6,000	.....
Exported same time last year...	21,11,209	.....	1,742	7,857	16,17,693	3,23,500	223

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 28th February 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	51,454	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	75,146	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	29,02,529	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	2,50,000	.....
Total	51,454	.....	.....	.....	29,77,675	2,50,000	.....
Previously Exported	10,69,669	.....	8,058	9,207	45,99,720	6,000	.....
Total Exports from 1st January to 28th February 1900	11,21,123	.....	8,058	9,207	75,77,395	2,56,000	.....
Exported same time last year	40,97,280	.....	26,404	10,093	54,74,095	9,49,500	523.

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 31st March 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	6,01,001	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	26,00,793	.....	.....
OTHER PORTS	...	7,500	4,031	.....	.....	60,000	.....
Total ...	.....	7,500	4,031	.....	32,01,794	60,000	.....
Previously Exported...	11,21,123	.....	8,058	9,207	75,77,395	2,56,000	.....
Total Exports from 1st January to 31st March 1900	11,21,123	7,500	12,089	9,207	1,07,79,189	3,16,000	.....
Exported same time last year ...	58,29,878	.....	41,902	10,093	89,25,068	14,88,000	6,523

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 30th April 1900.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	2,75,744	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	12,47,413	.....	.....
OTHER PORTS	.....	.....	10,341	.....	89,781	3,84,500	5,700
Total...	.....	.....	10,341	.....	16,12,938	3,84,500	5,700
Previously Exported...	11,21,123	7,500	12,089	9,207	1,07,79,189	3,16,000	.....
Total Exports from 1st January to 30th April 1900	11,21,123	7,500	22,430	9,207	1,23,92,127	7,00,500	5,700
Exported same time last year ...	70,19,395	.....	47,502	10,093	1,09,43,707	20,35,700	6,523

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 31st May 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	49,299	2,112	1,748	5,18,050	37,751
Total	.....	.....	49,299	2,112	1,748	5,18,050	37,751
Previously Exported	11,21,123	7,500	22,430	9,207	1,23,92,127	7,00,500	5,700
Total Exports from 1st January to 31st May 1900	11,21,123	7,500	71,729	11,319	1,23,93,875	12,18,550	43,451
Exported same time last year	99,74,109	.....	55,602	12,154	1,39,69,451	23,10,450	6,523

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 30th June 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,730	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	2,28,728	.....	.....
OTHER PORTS	.....	.....	27,544	.....	.....	6,65,000	4,712
Total	20,730	.....	27,544	.....	2,28,728	6,65,000	4,712
Previously Exported	11,21,123	7,500	71,729	11,319	1,23,93,875	12,18,550	43,451
Total Exports from 1st January to 30th June 1900	11,41,853	7,500	99,273	11,319	1,26,22,603	18,83,550	48,163
Exported same time last year	1,19,95,775	.....	61,002	23,142	1,47,33,387	32,11,015	6,523

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 31st July 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	40,53,624	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	2,55,000	.....	11,82,374	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	2,96,755	.....	.....
OTHER PORTS	.....	.....	33,345	.....	.....	8,32,100	7,716
Total ...	40,53,624	2,55,000	33,345	11,82,374	2,96,755	8,32,100	7,716
Previously Exported...	11,41,853	7,500	99,273	11,319	1,26,22,603	18,83,550	48,163
Total Exports from 1st January to 31st July 1900	51,95,477	2,62,500	1,32,618	11,93,693	1,29,19,358	27,15,650	55,879
Exported same time last year	1,43,11,214	.....	74,814	23,142	1,86,41,791	57,17,715	7,023

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 31st August 1900.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	72,46,463	61,42,650	1,06,650	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	15,74,367	.....	.....
OTHER PORTS	2,225	.....	9,519	.....	1,656	1,02,200	2,548
Total ...	72,48,688	61,42,650	1,16,169	.....	15,76,023	1,02,200	2,548
Previously Exported...	51,95,477	2,62,500	1,32,618	11,93,693	1,29,19,358	27,15,650	55,879
Total Exports from 1st January to 31st August 1900	1,24,44,165	64,05,150	2,48,787	11,93,693	1,44,95,381	28,17,850	58,427
Exported same time last year...	1,63,79,866	.....	1,01,659	38,243	2,16,84,256	81,54,072	7,023

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 30th September 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,44,855	75,000	.....	.....	.....	.....	3,000
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	18,25,192	.....	.....
Other Ports	.....	.....	29,092	.....	.....	2,97,000	.....
Total...	28,44,855	75,000	29,092	.....	18,25,192	2,97,000	3,000
Previously Exported...	1,24,44,165	64,05,150	2,48,787	11,93,693	1,44,95 381	28,17,850	58,427
Total Exports from 1st January to 30th September 1900	1,52,89,020	64,80,150	2,77,879	11,93,693	1,63,20,573	31,14,850	61,427
Exported same time last year...	1,77,76,559	.....	1,08,659	38,243	2,37,61,469	84,95,572	8,023

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 31st October 1900.

To	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,94,982	75,150	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	9,74,679	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	1,21,800	.....	.....
Other Ports	100	.....	10,495	.....	.....	18,48,000	.....
Total	38,69,761	75,150	10,495	.....	1,21,800	18,48,000	.....
Previously Exported	1,52,89,020	64,80,150	2,77,879	11,93,693	1,63,20,573	31,14,850	61,427
Total Exports from 1st January to 31st October 1900	1,91,58,781	65,55,300	2,88,374	11,93,693	1,64,42,373	49,62,850	61,427
Exported same time last year	2,08,47,408	.....	1,24,101	38,243	2,74,36,959	89,65,572	9,023

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*contd.*

From 1st to 30th November 1900.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	30,09,761	21,15,675	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	69,12,867	.....	.....
Other Ports	.....	.....	13,250	.....	.....	14,81,000	.....
Total ...	30,09,761	21,15,675	13,250	.....	69,12,867	14,81,000	.....
Previously Exported...	1,91,58,781	65,55,300	2,88,374	11,93,693	1,64,42,373	49,62,850	61,427
Total Exports from 1st January to 30th November 1900	2,21,68,542	86,70,975	3,01,624	11,93,693	2,33,55,240	64,43,850	61,427
Exported same time last year...	2,31,04,020	.....	1,24,101	1,95,659	3,21,13,803	1,01,03,596	10,123

Total Exports of Treasure to Foreign Countries from Bombay during the year 1900—*concld.*

From 1st to 31st December 1900.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	38,53,490	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	20,48,542	.....	.....
OTHER PORTS	648	.....	5,600	9,304	.....	4,78,000	4,500
Total...	38,54,138	.....	5,600	9,304	20,48,542	4,78,000	4,500
Previously Exported...	2,21,68,542	86,70,975	3,01,624	11,93,693	2,33,55,240	64,43,850	61,427
Total Exports from 1st January to 31st December 1900	2,60,22,680	†86,70,975	3,07,224	12,02,997	2,54,03,782	69,21,850	65,927
Exported same time last year...	2,46 58,326	16,957	1,24,101	1,95,659	4,28,77,493	1,06,03,596	11,323

† Corrected.

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the year 1900.

QUOTATIONS.	Week ending 5th January.	Week ending 12th January.	Week ending 19th January.	Week ending 26th January.	Week ending 2nd February.	Week ending 9th February.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4 1/16d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4⅛d.
,, ,, Sight	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4¼d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 5/32d.
,, ,, ... 3 m'ths' ,,	1s. 4¼d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4¼d.
First-class Credits ... ... 3 ,, ,,	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 9/16d.	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4⅜d.
,, ... 6 ,, ,,	1s. 4⅝d.	1s. 4 21/32d.	1s. 4⅝d.	1s. 4 9/16d.	1s. 4⅝d.	1s. 4 17/32d.
Documents ... ... 3 ,, ,,	1s. 4 15/32d.	1s. 4¼d.	1s. 4 19/32d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 13/32d.
,, ... 6 ,, ,,	......	......	......	1s. 4 19/32d.	1s. 4 21/32d.	1s. 4 9/16d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·73	1·73½	1·74¼	1·72¾	1·73¼	1·72¼
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 days' Sight, per 100 Dollars	H. 141 8 0	H. 141 8 0	141 8 0	H. 143 0 0	H. 143 0 0	H. 143 0 0
,, 100 Taels	S. 194 0 0	S. 194 0 0	193 0 0	S. 194 0 0	S. 194 0 0	S. 194 0 0
,, 100 Yens	J. 149 0 0	J. 148 8 0	147 8 0	J. 147 8 0	J. 147 8 0	J. 148 0 0
English Bar Gold, 100 touch (per tola)	24 0 0	24 1 6	24 0 0	24 2 0	24 1 0	24 1 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	68 10 0 Rdy	68 0 0 Rdy.	68 0 0 Rdy.	69 0 0 Rdy	70 2 0 Rdy.	69 8 0 Rdy.
	68 12 0 Fwd	68 2 0 Fwd.	68 8 0 Fwd.	69 6 0 Fwd	70 6 0 Fwd.	69 12 0 Fwd
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills 60 days' Sight	8 per cent.	9 per cent.	10 per cent	10 per cent.	10 per cent.	10 per cent.
Bank Rate of Interest on Demand Loan on Government Securities	7 ,,	8 ,,	9 ,,	9 ,,	9 ,,	9 ,,
Rate of Interest in the open Market on Government Paper	7 ,,	Quite Nominal	9 ,, Nl.	8 ,,	7½ ,,	9 ,,
GOVERNMENT SECURITIES.						
Three-and-a-half per cents.	Rs. 95 2 0	Rs. 94 15 0	Rs. 95 13 0	Rs. 95 13 0	Rs. 94 15 0	Rs. 95 8 0
Three per cents.	,, 90 0 0 Nl.	,, 88 0 0 Nl.	,, 88 0 0	,, 89 0 0 Nl.	,, 89 0 0 Nml.	,, 88 0 0
IMPORTS.						
Piece Goods—						
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 2 15 6	Rs. 3 0 0	Rs. 3 0 6	Rs. 3 1 6	Rs. 3 2 6	Rs. 3 2 6
8lbs. 38 in. 37½ to 38 yds. ,, ,, ,,	,, 3 5 6	,, 3 6 0	,, 3 6 6	,, 3 8 0	,, 3 8 6	,, 3 8 6
No. 40s Mule Twist (per lb.)	As. 7⅞ to 7⅞	As. 7⅝ to 7⅞	As. 7⅞ to 8	As. 7⅞ to 8⅛	As. 7⅞ to 8⅛	As. 7⅞ to 8⅛
No. 30s Water ,, ,,	,, 7⅛ to 7⅜	,, 7½ to 7⅝	,, 7¼ to 7⅝	,, 7¼ to 7½	,, 7¼ to 7½	,, 7½ to 7¾
Copper Braziers (in bundles) per cwt.	Rs. 67 0 0	Rs. 68 0 0	Rs. 68 0 0	Rs. 60 to 67	Rs. 66 to 67	Rs. 66 8 0
Yellow Metal ,,	,, 49 4 0	,, 49 4 0	,, 50 0 0	,, 50 8 0	,, 50	,, 49 14 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	,, 47 to 48	,, 47 to 48	,, 45 0 0	,, 44 to 45	,, 47 to 48	,, 45 to 46
Basic Steel ,, ,, ,,	,, 49 to 50	,, 49 to 50	,, 40 0 0	,, 49 to 50	,, 49 to 50	,, 49 to 50
Swedish Bar Iron ,, ,,	,, 62 to 63	,, 63 to 64	,, 65 to 66	,, 60 to 65	,, 59 to 61	,, 65 to 66
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......	......
Cardiff Coal ,, ,,	......	......	,, 24 0 0 Rdy.	,, 24 0 0 Rdy.	......	......
Japan ,, ,,	,, 13 0 0 Rdy	,, 13 0 0 Rdy.	,, 13 0 0 ,,	,, 13 0 0 ,,	,, 13 0 0 Rdy.	,, 13 8 0 Rdy.
Desbarghur (Bengal) ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 4 0 ,,
Muir's Navigation ,, ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,
Jardine's ,, ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,
Seebpore ,, ,,	,, 14 8 0 ,,	,, 14 [illegible] ,,	,, 14 12 0 ,,	,, 14 8 0 ,,	,, 14 12 0 ,,	,, 15 0 0 ,,
Singarini ,, ,, Rail Dly.	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,
EXPORTS.						
Cotton (Full-pressed; per candy of 784 lbs.)—						
Broach ... Fine	......	......	......	......	......	......
Do. ... Good	Rs. 215 Ready.	Rs. 216 Ready.	Rs. 219 Ready.	Rs. 220 Ready.	Rs. 228 Ready	Rs. 237 Ready.
Oomrawuttee, Good Staple ... F.G.	,, 208 ,,	,, 208 ,,	,, 213 ,,	,, 215 ,,	,, 223 ,,	,, 227 ,,
,, ,, ... Good	......	......	,, 208 ,,	,, 210 ,,	,, 218 ,,	,, 222 ,,
Khandeish ... F.G.	,, 203 ,,	,, 203 ,,	,, 208 ,,	,, 210 ,,	,, 214 ,,	,, 222 ,,
,, ... Good	,, 199 ,,	,, 199 ,,	,, 203 ,,	,, 205 ,,	,, 209 ,,	,, 218 ,,
Belatee ... Fine	,, 205 ,,	,, 204 ,,	,, 209 ,,	,, 212 ,,	,, 215 ,,	,, 223 ,,
,, ... F.G.	,, 201 ,,	,, 200 ,,	,, 205 ,,	,, 208 ,,	,, 211 ,,	,, 219 ,,
Bhownugger ... Fine	......	......	......	......	......	......
,, ... F.G.	......	......	......	......	......	......
,, ... Good	,, 205 15/25 May	Rs. 207 15/25 M'y	,, 216 15/25 May	,, 222/15/15 May	,, 231 15/25 May	,, 238 15/25 May
Bengals ... Fine	,, 190 Ready.	,, 191 Ready.	,, 196 Ready.	,, 202 Ready.	,, 213 Ready.	,, 223 Ready.
,, ... F.G.	,, 184 ,,	,, 185 ,,	,, 190 ,,	,, 196 ,,	,, 206 ,,	,, 217 ,,
,, ... Good	,, 178 ,,	,, 179 ,,	,, 184 ,,	,, 190 ,,	,, 200 ,,	,, 211 ,,
Dharwar (S. G.) ... Good	......	,, 215 15/25 M'y	,, 218 15/25 May	,, 225 15/25 May	,, 232 15/15 May	,, 245 15/25 May
Westerns ... Good	......	......	,, 208 ,,	,, 215 ,,	,, 220 ,,	,, 230 ,,
Gingellyseed, White (per cwt.)	,, 8 12 0 Rdy.	,, 8 15 0 Rdy.	,, 8 15 0 Rdy.	,, 9 2 3 Rdy.	,, 8 13 0 Rdy.	,, 9 0 6 Rdy.
,, Mixed ,,	,, 8 4 0 ,,	,, 8 10 0 ,,	,, 8 8 0 ,,	,, 8 12 0 ,,	,, 8 10 0 ,,	,, 8 10 6 ,,
Linseed, Bold ,,	,, 8 1 6 ,,	,, 8 3 0 ,,	,, 8 2 6 ,,	,, 8 3 6 ,,	,, 8 5 6 ,,	,, 8 8 6 ,,
,, Small Seed ,,	,, 7 15 0 ,,	,, 8 0 0 ,,	,, 7 15 6 ,,	,, 8 1 0 ,,	,, 8 2 0 ,,	,, 8 6 0 ,,
Rapeseed, Guzerat Yellow ,,	,, 6 13 0 ,,	,, 7 0 0 ,,	,, 7 1 0 ,,	,, 7 0 0 ,,	,, 6 15 6 ,,	,, 7 0 0 ,,
,, Brown Delhi ,,	,, 6 5 0 ,,	,, 6 7 6 ,,	,, 6 7 0 ,,	,, 6 8 6 ,,	,, 6 9 0 ,,	,, 6 10 6 ,,
,, Yellow Cawnpore ,,	,, 6 9 0 ,,	,, 6 12 0 ,,	,, 6 12 6 ,,	,, 6 13 6 ,,	,, 6 11 6 ,,	,, 6 12 0 ,,
Poppyseed ,,	,, 7 12 0 ,,	,, 7 13 6 ,,	,, 7 14 6 ,,	,, 8 0 6 ,,	,, 8 1 6 ,,	,, 8 2 6 ,,
Groundnuts ,,	......	......	......	......	......	......
Castorseed, Ordinary Quality F.A. ,,	,, 6 11 0 ,,	,, 6 12 6 ,,	,, 6 13 6 ,,	,, 7 0 6 ,,	,, 7 7 0 ,,	,, 7 6 0 ,,
Wheat, White Pessy 85 per cent. ,,	,, 5 3 0 ,,	,, 5 8 0 ,,	,, 5 6 0 ,,	......	......	,, 5 6 0 ,,
,, Jabalpur Pessy ,,	,, 4 15 0 ,,	,, 5 3 0 ,,	,, 5 2 0 ,,	,, 5 1 0 ,,	,, 5 3 0 ,,	,, 5 3 6 ,,
,, Ahmedabad (Soft Red) ,,	......	......	......	......	......	......
,, Hard Yellow 63 per cent. ,,	Rs. 6 13-0 Rdy.	Rs. 6-11-0 Rdy.	Rs. 6-14-6 Rdy.	......	......	......
,, Delhi, No. 1, White Pessy ,,	,, 5-14 0 ,,	,, 5-10-0 ,,	,, 5-10-3 Apl.M'y	,, 5-9-6 Apl.-M'y	,, 5-8-3 Apl.-M'y	Rs. 5-2-6 Ready
,, ,, Red ,,	......	......	......	......	......	......
,, Hard Red Khatha 75 per cent. ,,	......	......	......	......	......	......
,, Nagpore Khathi ,,	......	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,375	Rs. 1,400	Rs. 1,420	Rs. 1,425	Rs. 1,450	Rs. 1,430
,, ,, ,, New	,, 1,360	,, 1,375	,, 1,400	,, 1,400	,, 1,400	,, 1,400
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £. s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 16 6	0 18 0	1 0 0	......	0 19 0	......
,, Seeds and Wheat	0 16 6	0 18 0	1 0 0	......	0 19 0	......
London—Measurement cargo (P. & O.)	1 2 6	1 5 0	1 2 6	1 2 6	1 7 6	1 3 0
,, Seeds and Wheat ,,	0 16 6	0 18 6	0 18 6	0 18 6	0 19 6	0 19 0
... & Venice—Measurement cargo	0 17 0	0 16 0	0 14 0	......	0 15 0	......
,, ,, Seeds and Wheat	0 16 0	0 15 0	0 14 0	......	0 15 0	......
Marseilles—Measurement cargo	0 16 0	......	1-0-0 to 1-2-6	1 0 0	0 18 6	......
,, Seeds and Wheat	0 16 0	......	1-0-0 to 1-2-6	1 0 0	0 18 6	......
...—Measurement cargo	0 16 0	......	1-0-0 to 1-2-6	1 0 0	0 19 0	......
,, Seeds and Wheat	0 16 0	......	1-0-0 to 1-2-6	1 0 0	0 19 0	......
... Steamer (P. & O.)	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
,, ,,	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17

QUOTATIONS.	Week ending 16th February.	Week ending 23rd February.	Week ending 2nd March.	Week ending 9th March.	Week ending 16th March.	Week ending 23rd March.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4⅛d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4d.	1s. 3 31/32d.
,, ,, Sight	1s. 4¼d.	1s. 4⅛d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4d.
,, ,, ... 3 m'ths' ,,	1s. 4¼d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.
First-class Credits ... ... 3 ,, ,,	1s. 4⅜d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 7/32d.
,, ... 6 ,, ,,	1s. 4 17/32d.	1s. 4½d.	1s. 4 15/32d.	1s. 4 1/2d.	1s. 4 7/16d.	1s. 4 3/8d.
Documents ... ... 3 ,, ,,	1s. 4 13/32d.	1s. 4⅜d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 5/16d.	1s. 4¼d.
,, ... 6 ,, ,,	1s. 4 9/16d.	1s. 4 17/32d.	1s. 4½d.	1s. 4 17/32d.	1s. 4 15/32d.	1s. 4 13/32d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·72¼	1·71¾	1·71¾	1·71¾	1·71¼	1·70¾
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 days' Sight, per 100 Dollars	H. 143 0 0	H. 143 8 0	H. 143 8 0	H. 143 8 0	H. 144 8 0	H. 144 8 0
,, 100 Taels	S. 194 0 0	S. 194 0 0	S. 194 8 0	S. 195 0 0	S. 195 8 0	S. 195 8 0
,, 100 Yens	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0
English Bar Gold, 100 touch (per tola)	24 0 0	23 15 6	23 15 0	23 15 0	23 15 0	23 15 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	69 8 0 Rdy.	69 8 0 Rdy	69 10 0 Rdy	69 10 0 Rdy.	69 12 0 Rdy.	70 0 0 Rdy
	69 12 0 Fwd	69 8 0 Fwd	70 0 0 Fwd	69 14 0 Fwd.	70 0 0 Fwd	70 8 0 Fwd
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills 60 days' Sight	9 per cent.	9 per cent.	9 per cent.	9 per cent.	8 per cent.	7 per cent.
Bank Rate of Interest on Demand Loan on Government Securities	8 ,,	8 ,,	8 ,,	8 ,,	8 ,,	7 ,,
Rate of Interest in the open Market on Government Paper	8 ,,	8 ,,	8 ,,	8 ,,	6 ,,	6 ,,
GOVERNMENT SECURITIES.						
Three-and-a-half per cents.	Rs. 95 6 0	Rs. 95 7 0	Rs. 95 7 0	Rs. 94 13 0	Rs. 95 13 0	Rs. 95 7 0
Three per cents.	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
IMPORTS.						
Piece Goods—						
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 3 6	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 4 6
8lbs. 38 in. 37½ to 38 yds. ,, ,, ,,	,, 3 9 6	,, 3 11 0	,, 3 11 0	,, 3 11 0	,, 3 11 0	,, 3 11 0
No. 40s Mule Twist (per lb.)	As. 8¼ to 8⅜	As. 8½ to 9	As. 8½ to 9	As. 8¼ to 9	As. 8½ to 9	As. 9¼ to 9½
No. 30s Water ,, ,,	,, 7⅞ to 8	,, 7⅞ to 8¼	,, 7⅞ to 8¼	,, 7⅞ to 8¼	,, 7⅞ to 8¼	,, 8¼ to 8⅝
Copper Braziers (in bundles) per cwt.	Rs. 67 0 0	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0
Yellow Metal ,,	,, 49 4 0	,, 49 4 0	,, 49 14 0	,, 49 14 0	,, 44 14 0	,, 49 14 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	,, 46 to 47	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48
Basic Steel ,, ,, ,,	,, 48 to 49	,, 49 to 50	,, 50 to 51	,, 50 to 51	,, 50 to 51	,, 50 to 51
Swedish Bar Iron ,, ,,	,, 59 to 60	,, 60 to 62	,, 64 to 65	,, 62 to 63	,, 62 to 63	,, 61 to 62
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......	......
Cardiff Coal ,, ,,	......	......	......	......	......	......
Japan ,, ,,	......	......	......	......	......	......
Desbarghur (Bengal) ,,	,, 15 8 0 Rdy.	,, 15 12 0 Rdy.	,, 15 12 0 Rdy.	,, 16 0 0 Rdy.	,, 16 8 0 Rdy.	,, 17 0 0 Rdy.
Muir's Navigation ,, ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 4 4 ,,	,, 15 4 0 ,,
Jardine's ,, ,,	,, 14 8 0 ,,	,, 14 10 0 ,,	,, 14 12 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 8 0 ,,
Seebpore ,, ,,	......	......	......	......	......	,, 15 8 0 ,,
Singarini ,, ,, Rail Dly.	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,
EXPORTS.						
Cotton (Full-pressed; per candy of 784 lbs.)—						
Broach ... Fine	......	......	......	......	......	......
Do. ... Good	Rs. 238 15/25 Mar.	Rs. 260 15/25 Mar.	Rs. 260 Rdy.	Rs. 275 15/25 Mar.	Rs. 250 to 252 Rdy	Rs. 235 Ready.
Oomrawuttee, Good Staple ... F.G.	,, 232 Rdy.	,, 239 Ready	,, 246 ,,	,, 256 Ready	,, 245 to 247 ,,	......
,, ,, ... Good	,, 227 ,,	,, 232 ,,	,, 240 ,,	......	......	......
Khandeish ... F.G.	,, 227 to 228 ,,	,, 233 ,,	,, 240 ,,	,, 250 ,,	,, 240 to 242 ,,	,, 238 ,,
,, ... Good	,, 223 to 224 ,,	......	......	......	......	......
Belatee ... Fine	,, 228 ,,	,, 235 ,,	,, 243 ,,	,, 248 ,,	,, 240 to 242 ,,	,, 240 ,,
,, ... F.G.	,, 223 ,,	,, 231 ,,	,, 239 ,,	,, 243 ,,	,, 236 to 237 ,,	,, 236 ,,
Bhownugger ... Fine	......	......	......	......	......	......
,, ... F.G.	......	......	......	......	......	......
,, ... Good	,, 232 15/25 May	,, 240 15/25 May	,, 247 15/25 May	,, 253 15/25 May	,, 250 Ready	,, 242 ,,
Bengals ... Fine	,, 227 Ready.	,, 235 Ready	,, 244 Ready	,, 250 Ready	,, 242 ,,	,, 238 to 239 Rdy
,, ... F.G.	,, 221 ,,	,, 230 ,,	,, 239 ,,	,, 244 ,,	,, 236 to 237 Rdy	,, 233 to 234 ,,
,, ... Good	......	......	......	......	,, 230 to 231 ,,	,, 227 to 228 ,,
Dharwar (S. G.) ... Good	,, 239 15/25 May	,, 248 15/25 May	,, 260 15/25 May	,, 274 15/25 May	,, 265 15/25 May	,, 260 15/25 May
Westerns ... Good	,, 232 ,,	,, 238 ,,	,, 250 ,,	,, 257 ,,	,, 218/9 ,,	,, 242 ,,
Gingellyseed, White (per cwt.)	,, 9 4 0 Rdy.	,, 9 4 0 Rdy.	,, 9 6 0 Rdy.	,, 9 7 0 Rdy.	,, 9 4 0 Rdy.	,, 9 5 6 Rdy.
,, Mixed ,,	,, 8 14 0 ,,	,, 8 13 6 ,,	,, 8 15 0 ,,	,, 9 1 0 ,,	,, 8 13 6 ,,	,, 8 15 0 ,,
Linseed, Bold ,,	,, 8 14 6 ,,	,, 8 12 6 ,,	,, 8 13 6 ,,	,, 8 14 0 ,,	,, 8 13 6 ,,	,, 8 13 0 ,,
,, Small Seed ,,	,, 8 12 6 ,,	,, 8 11 0 ,,	,, 8 12 0 ,,	,, 8 13 0 ,,	,, 8 12 0 ,,	,, 8 11 0 ,,
Rapeseed, Guzerat Yellow ,,	,, 7 3 6 ,,	,, 7 4 0 ,,	,, 7 5 6 ,,	,, 7 5 6 ,,	,, 7 3 6 ,,	,, 7 7 0 ,,
,, Brown Delhi ,,	,, 6 10 6 ,,	,, 6 12 6 ,,	,, 6 14 0 ,,	,, 6 15 0 ,,	,, 6 12 6 ,,	,, 7 4 0 ,,
,, Yellow Cawnpore ,,	,, 6 15 6 ,,	,, 7 1 6 ,,	,, 7 3 0 ,,	,, 7 3 6 ,,	,, 7 1 6 ,,	,, 7 7 0 ,,
Poppyseed ,,	,, 8 5 6 ,,	,, 8 6 0 ,,	,, 8 6 0 ,,	,, 8 9 0 ,,	,, 8 7 0 ,,	,, 8 7 6 ,,
Groundnuts ,,	......	......	......	......	......	......
Castorseed, Ordinary Quality F.A. ,,	,, 7 12 6 ,,	,, 7 11 0 ,,	,, 7 11 0 ,,	,, 7 10 6 ,,	,, 7 10 6 ,,	,, 7 9 0 ,,
Wheat, White Pessy 85 per cent. ,,	,, 5 6 0 ,,	......	......	......	......	......
,, Jabalpur Pessy ,,	,, 5 3 0 ,,	,, 5 5 0 ,,	,, 5 8 0 ,,	,, 5 6 0 ,,	,, 5 12 0 ,,	......
,, Ahmedabad (Soft Red) ,,	......	......	......	......	......	......
,, Hard Yellow 63 per cent. ,,	,, 6-15-0 Rdy.	......	......	......	......	,, 7 13 0 ,,
,, Delhi, No. 1, White Pessy ,,	,, 5-2-0 ,,	,, 5-4-0 Ready	,, 5 6 0 ,,	......	Rs. 5-2-6 Apl.-M'y	,, 5-1-0 Apl.-May
,, ,, Red ,,	......	......	......	......	......	......
,, Hard Red Khatha 75 per cent. ,,	......	......	......	......	......	......
,, Nagpore Khathi ,,	......	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,420	Rs. 1,420	Rs. 1,420	Rs. 1,400	Rs. 1,400	Rs. 1,400
,, ,, ,, New	,, 1,400	,, 1,400	,, 1,400	,, 1,350	,, 1,350	,, 1,300
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	......	......	0 19 0	1 0 0	1 1 3	0 19 0
,, Seeds and Wheat	......		0 19 0	1 0 0	1 1 3	0 19 0
London—Measurement cargo (P. & O.)	......	1 5 0	1 5 0	1 5 0	1 5 0	1 2 6
,, Seeds and Wheat ,,	......	0 18 9	0 18 9	0 19 0	1 0 0	1 0 0
... & Venice—Measurement cargo	0 18 0	0 18 0	0 19 0	0 19 0	1 0 0	1 0 0
,, ,, Seeds and Wheat	0 17 0	0 17 0	0 19 0	0 19 0	1 0 0	1 0 0
Marseilles—Measurement cargo	......	1 2 0	0 18 0	1 0 0	1 0 0	0 18 0
,, Seeds and Wheat	......	1 2 0	0 18 0	1 0 0	1 0 0	0 18 0
...—Measurement cargo	......	......	0 18 0	......	......	......
,, Seeds and Wheat	......	......	0 18 0	......	......	......
... Steamer (P. & O.)	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs 14 to 18	Rs. 14 to 18
,, ,,	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17

QUOTATIONS.	Week ending 30th March.	Week ending 6th April.	Week ending 12th April.	Week ending 20th April.	Week ending 27th April.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.
,, ,, Sight	1s. 4d.	1s. 3 31/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.
,, ,, ... 3 m'ths' ,,	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
First-class Credits ... ... 3 ,, ,,	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
,, ... 6 ,, ,,	1s. 4⅜d.	1s. 4 11/32d.	1s. 4⅜d.	1s. 4⅜d.	1s. 4 3/8d.
Documents ... ... 3 ,, ,,	1s. 4¼d.	1s. 4 7/32d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.
,, ... 6 ,, ,,	1s. 4 13/32d.	1s. 4⅜d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·70¼	1·70¾	1·70½	1·70½	1·70½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 days' Sight, per 100 Dollars	H. 145 0 0	H. 145 0 0	H. 144 8 0	H. 145 0 0	H. 144 0 0
,, 100 Taels	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 196 0 0
,, 100 Yens	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0
English Bar Gold, 100 touch (per tola)	24 0 0	24 1 0	24 0 0	24 0 6	24 0 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	69 14 0 Rdy	70 0 0 Rdy	69 12 0 Rdy	69 10 0 Rdy	69 12 0 Rdy.
	70 4 0 Fwd	70 6 0 Fwd	70 0 0 Fwd	69 14 0 Fwd	70 2 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	7 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
Bank Rate of Interest on Demand Loan on Government Securities	6 ,,	6 ,,	6 ,,	6 ,,	6 ,,
Rate of Interest in the open Market on Government Paper	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 95 15 0	Rs. 97 0 0	Rs. 96 8 0	Rs. 96 3 0	Rs. 96 3 0
Three per cents.	,, 88 0 0	,, 89 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
IMPORTS.					
Piece Goods—					
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 3 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6
8lbs. 38 in. 37½ to 38 yds. ,, ,, ,,	,, 3 10 0	,, 3 9 0	,, 3 9 0	,, 3 9 0	,, 3 9 0
No. 40s Mule Twist (per lb.)	As. 9⅛ to 9⅜	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 8¾ to 9⅛
No. 30s Water ,, ,,	,, 8⅛ to 8⅜	,, 8⅜ to 8⅝	,, 8⅛ to 8⅜	,, 8⅛ to 8⅜	,, 8 to 8½
Copper Braziers (in bundles) per cwt.	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 4 0	Rs. 66 4 0	Rs. 66 4 0
Yellow Metal ,,	,, 49 14 0	,, 49 14 0	,, 50 8 0	,, 50 8 0	,, 50 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	,, 48 to 49	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 46 to 47
Basic Steel ,, ,, ,,	,, 50 to 51	,, 49 0 0	,, 50 to 51	,, 49 to 50	,, 49 to 50
Swedish Bar Iron ,, ,,	,, 61 to 62	,, 62 to 63	,, 62 to 63	,, 62 to 63	,, 62 to 63
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal ,, ,,	......	......	......	......	......
Japan ,, ,,	......	......	......	......	......
Desbarghur (Bengal) ,,	,, 16 12 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 12 0 Rdy.	,, 16 8 0 Rdy.
Muir's Navigation ,, ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,
Jardine's ,, ,,	,, 16 0 0 ,,	,, 15 12 0 ,,	,, 15 12 0 ,,	,, 15 12 0 ,,	,, 16 0 0 ,,
Seebpore ,, ,,	,, 15 12 0 ,,	,, 16 0 0 ,,	,, 16 0 0 ,,	,, 15 12 0 ,,	......
Singarini ,, ,, Rail Dly.	,, 14 0 0 ,,	,, 13 12 0 ,,	,, 14 0 0 ,,	,, 14 4 0 ,,	,, 14 0 0 ,,
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	......	......	......	......	......
Do. ... Good	Rs. 235 Ready.	Rs. 233 Ready.	Rs. 230 Ready.	Rs. 232 Ready.	Rs. 231 Ready.
Oomrawuttee, Good Staple ... F.G.	,, 233 ,,	,, 225 ,,	,, 227 ,,	,, 225 ,,	,, 222 ,,
,, ,, ... Good	......	......	......	......	......
Khandeish ... F.G.	,, 228 ,,	,, 220 ,,	,, 222 ,,	,, 220 ,,	,, 217 ,,
,, ... Good	......	......	......	......	......
Belatee ... Fine	,, 232 ,,	,, 222 ,,	,, 227 ,,	,, 223 ,,	,, 220 ,,
,, ... F.G.	,, 228 ,,	,, 215 ,,	,, 223 ,,	......	,, 216 ,,
Bhownugger ... Fine	......	......	......	......	......
,, ... F.G.	......	......	......	......	......
,, ... Good	,, 228 ,,	,, 223 ,,	,, 225 ,,	,, 221 15/25 May	,, 220 15/25 May
Bengals ... Fine	,, 230 ,,	,, 219 ,,	,, 221 ,,	,, 219 Ready.	,, 216 Ready.
,, ... F.G.	,, 225 ,,	,, 213 ,,	,, 215 ,,	,, 213 ,,	,, 211 ,,
,, ... Good	,, 219 ,,	,, 207 ,,	,, 209 ,,	......	,, 205 ,,
Dharwar (S. G.) ... Good	,, 243 15/25 May.	,, 237 ,,	,, 238 ,,	,, 234 ,,	,, 234 ,,
Westerns ... Good	,, 230 ,,	,, 225 ,,	,, 226 ,,	,, 222 ,,	,, 218 ,,
Gingellyseed, White (per cwt.)	,, 9 5 0 Rdy.	......	......	......	......
,, Mixed ,,	,, 8 15 0 ,,	......	......	......	......
Linseed, Bold ,,	,, 8 11 6 ,,	,, 8 8 0 Rdy.	,, 8 11 0 Rdy.	,, 8 10 0 Rdy.	,, 8 14 0 Rdy.
,, Small Seed ,,	,, 8 8 0 ,,	,, 8 4 0 ,,	,, 8 6 0 ,,	,, 8 5 6 ,,	,, 8 12 0 ,,
Rapeseed, Guzerat Yellow ,,	,, 7 9 6 ,,	,, 7 9 6 ,,	,, 7 11 0 ,,	,, 7 14 0 ,,	,, 7 14 0 ,,
,, Brown Delhi ,,	,, 7 0 6 ,,	,, 7 2 0 ,,	,, 7 4 0 ,,	,, 7 3 0 ,,	,, 7 4 0 ,,
,, Yellow Cawnpore ,,	,, 7 6 6 ,,	,, 7 8 0 ,,	,, 7 11 0 ,,	,, 7 10 0 ,,	,, 7 10 6 ,,
Poppyseed ,,	,, 8 9 6 ,,	,, 8 6 0 ,,	,, 8 5 0 ,,	,, 8 3 0 ,,	,, 8 3 0 ,,
Groundnuts ,,	......	......	......	......	......
Castorseed, Ordinary Quality F.A. ,,	,, 7 6 9 ,,	,, 7 10 6 ,,	,, 7 11 0 ,,	,, 7 11 0 ,,	,, 7 11 0 ,,
Wheat, White Pessy 85 per cent. ,,	......	......	,, 6 3 0 ,,	......	......
,, Jabalpur Pessy ,,	,, 5 6 0 ,,	,, 5 10 0 ,,	,, 6 0 0 ,,	......	......
,, Ahmedabad (Soft Red) ,,	......	......	......	......	......
,, Hard Yellow 63 per cent. ,,	......	,, 7 7 0 ,,	,, 7 7 0 ,,	,, 7 6 0 ,,	,, 7 6 0 ,,
,, Delhi, No. 1, White Pessy ,,	,, 5-2-0 Apl.-M'y	,, 5-2-6 Apl.-M'y	,, 5 2 0 ,,	,, 5 2 6 ,,	,, 5 1 0 ,,
,, ,, Red ,,	......	......	......	......	......
,, Hard Red Khatha 75 per cent. ,,	......	......	......	......	......
,, Nagpore Khathi ,,	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,400	Rs. 1,375	Rs. 1,400	Rs 1,415.	Rs. 1,400
,, ,, ,, New	,, 1,365	,, 1,350	,, 1,350	,, 1,250	,, 1,360
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	......	0 18 0	0 18 0	0 15 0	......
,, Seeds and Wheat	......	0 18 0	0 18 0	0 15 0	......
London—Measurement cargo (P. & O.)	1 2 6	1 1 6	1 2 6	1 2 6	1 2 6
,, Seeds and Wheat ,,	0 17 6	0 17 0	0 18 0	0 18 0	0 16 6
... & Venice—Measurement cargo	......	1 3 0	1 3 0	1 3 0	1 3 0
,, ,, Seeds and Wheat	......	1 3 0	1 3 0	1 3 0	1 3 0
Marseilles—Measurement cargo	0 18 0	0 15 6	0 15 0	0 15 0	......
,, Seeds and Wheat	0 18 0	0 15 6	0 15 0	0 15 0	......
...—Measurement cargo	......	0 15 6	0 15 0	0 13 0	......
,, Seeds and Wheat	......	0 15 6	0 15 0	0 13 0	......
... Steamer (P. & O.)	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
,, ,,	,, 17	,, 17	,, 17	,, 17	,, 17

QUOTATIONS.	Week ending 4th May.	Week ending 11th May.	Week ending 18th May.	Week ending 25th May.	Week ending 1st June.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4d.	1s. 3 31/32d.
,, ,, Sight	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.
,, ,, ... 3 m'ths' ,,	1s. 4 3/32d.	1s. 4⅛d.	1s. 4⅛d.	1s. 4⅛d.	1s. 4 3/32d.
First-class Credits ... ... 3 ,, ,,	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.
,, ... 6 ,, ,,	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 5/16d.
Documents ... ... 3 ,, ,,	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4 7/32d.
,, ... 6 ,, ,,	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 11/32d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·70¼	1·70½	1·70¼	1·70¼	1·70
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32	100 3/32	100 1/16.	100 1/16
	R. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 days' Sight, per 100 Dollars	H. 144 8 0	H. 144 0 0	H. 144 0 0	H. 145 0 0	H. 145 0 0
,, 100 Taels	S. 195 8 0	S. 196 0 0	S. 196 0 0	S. 193 0 0	S. 193 0 0
,, 100 Yens	J. 148 8 0	J. 148 0 0	J. 148 0 0	J. 148 0 0	J. 148 0 0
English Bar Gold, 100 touch (per tola)	24 0 0	24 2 0	24 2 0	24 1 0	24 1 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	70 8 0 Rdy.	70 8 0 Rdy.	70 2 0 Rdy.	70 2 0 Rdy	70 2 0 Rdy
	70 8 0 Fwd.	70 8 0 Fwd.	70 4 0 Fwd.	70 6 0 Fwd	70 6 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	6 per cent.	6 per cent.	7 per cent.	7 per cent.	6 per cent.
Bank Rate of Interest on Demand Loan on Government Securities	6 ,,	6 ,,	6 ,,	6 ,,	6 ,,
Rate of Interest in the open Market on Government Paper	5 ,,	5 ,,	5 ,,	6 ,,	5 ,,
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 96 5 0	Rs. 95 13 0	Rs. 96 8 0	Rs. 95 9 0	Rs. 96 3 0
Three per cents.	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
IMPORTS.					
Piece Goods—					
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 3	Rs. 3 2 3
8lbs. 38 in. 37½ to 38 yds. ,, ,, ,,	,, 3 9 0	,, 3 9 0	,, 3 9 0	,, 3 8 9	,, 3 8 9
No. 40s Mule Twist (per lb.)	As. 8¾ to 9⅛	As. 8¾ to 9⅛	As. 8¾ to 9⅛	As. 8⅞ to 9⅛	As. 8⅝ to 8⅞
No. 30s Water ,, ,,	,, 8 to 8¼	,, 8 to 8½	,, 8 to 8½	,, 8 to 8½	,, 7⅞ to 8⅛
Copper Braziers (in bundles) per cwt.	Rs. 65 4 0	Rs 65 4 0	Rs. 65 0 0	Rs. 65 0 0	Rs. 65 0 0
Yellow Metal ,,	,, 50 4 0	,, 50 4 0	,, 50 0 0	,, 50 0 0	,, 50 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	,, 45 to 46	,, 44 to 45	,, 44 to 45	,, 44 to 45	,, 44 to 45
Basic Steel ,, ,, ,,	,, 48 to 49	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48
Swedish Bar Iron ,, ,,	,, 60 to 62	,, 59 to 60	,, 59 to 60	,, 58 to 59	,, 60 to 61
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal ,, ,,	......	......	......	......	......
Japan ,, ,,	......	......	......	......	......
Desbarghur (Bengal) ,,	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy
Muir's Navigation ,, ,,	,, 14 4 0 ,,	,, 15 0 0 ,,	,, 15 8 0 ,,	,, 14 8 0 ,,	,, 15 0 0 ,,
Jardine's ,, ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 14 12 0 ,,	,, 15 4 0 ,,
Seebpore ,, ,,	,, 15 4 0 ,,	......	......	,, 15 8 0 ,,	,, 15 8 0 ,,
Singarini ,, ,, Rail Dly.	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 4 0 ,,	,, 14 0 0 ,,
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	......	......	......	......	......
Do. ... Good	Rs. 231 Ready.	Rs. 228 Ready	Rs. 228 Ready.	Rs. 215 Ready.	Rs. 210 Ready.
Oomrawuttee, Good Staple ... F.G.	,, 222 ,,	,, 222 ,,	,, 216 ,,	,, 203 ,,	,, 206 ,,
,, ,, ... Good	......	Nil.	......	......	......
Khandeish ... F.G.	,, 218 ,,	,, 218 ,,	,, 212 ,,	,, 200 ,,	,, 200 ,,
,, ... Good	......	......	......	......	......
Belatee ... Fine	,, 221 ,,	,, 218 ,,	,, 213 ,,	,, 210 ,,	,, 208 ,,
,, ... F.G.	,, 217 ,,	,, 215 ,,	,, 209 ,,	,, 206 ,,	,, 204 ,,
Bhownugger ... Fine	......	......	......	......	......
,, ... F.G.	......	...... [Nl.	......	......	......
,, ... Good	,, 223 15/25 May	,, 218 15/25 May	,, 208 ,, Noml.	,, 202 ,, Noml.	......
Bengals ... Fine	,, 218 Ready.	,, 218 Ready	,, 216 ,,	,, 205 ,,	,, 200 ,,
,, ... F.G.	,, 212 ,,	,, 213 ,,	,, 209 ,,	,, 197 ,,	,, 190 ,,
,, ... Good	,, 206 ,,	,, 207 ,,	,, 203 ,,	,, 190 ,,	,, 184 ,,
Dharwar (S. G.) ... Good	,, 234 ,,	,, 233 ,,	,, 225 ,,	,, 222 ,,	,, 217 ,,
Westerns ... Good	,, 214 ,,	,, 211 ,,	,, 205 ,,	,, 202 ,,	,, 201 ,,
Gingellyseed, White (per cwt.)	......	......	......	......	......
,, Mixed ,,	......	......	......	......	......
Linseed, Bold ,,	,, 9 5 0 Rdy.	,, 9 14 0 Rdy.	,, 10 2 0 Rdy.	,, 10 6 0 Rdy.	,, 9 12 0 Rdy.
,, Small Seed ,,	,, 9 3 0 ,,	,, 9 13 0 ,,	,, 10 0 0 ,,	,, 10 4 0 ,,	,, 9 10 0 ,,
Rapeseed, Guzerat Yellow ,,	,, 8 0 0 ,,	,, 8 2 0 ,,	,, 8 [illegible] 0 ,,	,, 8 4 0 ,,	,, 8 0 0 ,,
,, Brown Delhi ,,	,, 7 6 0 ,,	,, 7 10 6 ,,	,, 7 13 6 ,,	,, 8 0 0 ,,	,, 7 15 0 ,,
,, Yellow Cawnpore ,,	,, 7 13 0 ,,	,, 8 0 0 ,,	,, 8 2 0 ,,	,, 8 3 0 ,,	,, 8 1 6 ,,
Poppyseed ,,	,, 8 6 0 ,,	,, 8 12 0 ,,	,, 8 1[illegible] 6 ,,	,, 9 3 0 ,,	,, 8 15 0 ,,
Groundnuts ,,	......	......	......	......	......
Castorseed, Ordinary Quality F.A. ,,	,, 7 9 0 ,,	,, 7 10 0 ,,	,, 7 [illegible] 0 ,,	,, 7 9 0 ,,	,, 7 9 0 ,,
Wheat, White Pessy 85 per cent. ,,	......	......	......	......	......
,, Jabalpur Pessy ,,	,, 6 1 0 ,,	,, 6 0 0 ,,	,, 6 0 0 ,, Nl.	......	......
,, Ahmedabad (Soft Red) ,,	......	......	......	......	......
,, Hard Yellow 63 per cent. ,,	,, 7 4 0 ,,	,, 7 4 0 ,,	,, 7 4 0 ,,	......	......
,, Delhi, No. 1, White Pessy ,,	,, 5 3 0 ,,	,, 5 3 6 ,,	,, 5 4 0 ,,	,, 5 5 6 ,,	,, 5 4 0 ,,
,, ,, Red ,,	......	......	......	......	......
,, Hard Red Khatha 75 per cent. ,,	......	......	......	......	......
,, Nagpore Khathi ,,	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,400	Rs. 1,400	Rs. 1,400	Rs. 1,400	Rs. 1,400.
,, ,, ,, New	,, 1,350	,, 1,350	,, 1,300	,, 1,350	,, 1,375
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 17 0	......	......	......	0 15 0
,, Seeds and Wheat	0 17 0	......	......	......	0 15 0
London—Measurement cargo (P. & O.)	0 18 0	1 0 0	0 18 0	0 18 0	0 18 0
,, Seeds and Wheat ,,	0 15 6	0 16 0	0 15 0	0 15 0	0 14 6
... & Venice—Measurement cargo	0 16 0	0 18 0	0 18 0	0 18 0	0 17 0
,, ,, Seeds and Wheat	0 16 0	0 17 0	0 16 0	0 17 0	0 15 0
Marseilles—Measurement cargo	0 16 0	......	0 16 0	......	0 13 0
,, Seeds and Wheat	0 16 0	......	0 16 0	......	0 13 0
...—Measurement cargo	0 16 0	......	......	......	0 10 0
,, Seeds and Wheat	0 16 0	......	......	......	0 10 0
... Steamer (P. & O.)	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
,, ,,	,, 17	,, 17	,, 17	,, 17	,, 17

H. Hongkong. S. Shanghai. J. Japan.

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the year 1900.

g	Week ending 26th January.	Week ending 2nd February.	Week ending 9th February.	Week ending 16th February.	Week ending 23rd February.
	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4¼d.	1s. 4⅝d.	1s. 4 3/32d.
	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 5/32d.	1s. 4⅛d.	1s. 4⅛d.
	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4¼d.	1s. 4¼d.	1s. 4 7/32d.
	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4⅜d.	1s. 4⅜d.	1s. 4 11/32d.
	1s. 4 9/16d.	1s. 4⅝d.	1s. 4 17/32d.	1s. 4 17/32d.	1s. 4⅝d.
	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4⅜d.
	1s. 4 19/32d.	1s. 4 21/32d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 17/32d.
	1·72¾	1·73¼	1·72¼	1·72¼	1·71⅞
	100 1/16	100 1/16	100 3/32	100 3/32	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	H. 143 0 0	H. 143 0 0	H. 143 0 0	H. 143 0 0	H. 143 8 0
	S. 194 0 0	S. 194 0 0	S. 194 0 0	S. 194 0 0	S. 194 0 0
	J. 147 8 0	J. 147 8 0	J. 148 0 0	J. 148 8 0	J. 148 8 0
	24 2 0	24 1 0	24 1 0	24 0 0	23 15 6
	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Rdy.	69 0 0 Rdy	70 2 0 Rdy.	69 8 0 Rdy.	69 8 0 Rdy.	69 8 0 Rdy
Fwd.	69 6 0 Fwd	70 6 0 Fwd.	69 12 0 Fwd	69 12 0 Fwd	69 8 0 Fwd
	10 per cent.	10 per cent.	10 per cent.	9 per cent.	[illegible] per cent.
	9 ,,	9 ,,	9 ,,	8 ,,	8 ,,
.	8 ,,	7½ ,,	9 ,,	8 ,,	[illegible] ,,
	Rs. 95 13 0	Re. 94 15 0	Rs. 95 8 0	Rs. 95 6 0	Rs. 95 7 0
	,, 89 0 0 Nl.	,, 89 0 0 Nml.	,, 88 0 0	,, 88 0 0	88 0 0
	Rs. 3 1 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 3 6	Rs. 3 4 6
	,, 3 8 0	,, 3 8 6	,, 3 8 6	,, 3 9 6	3 11 0
	As. 7⅞ to 8⅛	As. 7⅞ to 8⅛	As. 7⅛ to 8⅛	As. 8¼ to 8⅝	As. 8½ to 9
	,, 7¼ to 7½	,, 7¼ to 7½	,, 7¼ to 7¾	,, 7¾ to 8	7¾ to 8¼
	Rs. 66 to 67	Rs. 66 to 67	Rs. 66 8 0	Rs. 67 0 0	Rs. 66 8 0
	,, 50 8 0	,, 50	,, 49 14 0	,, 49 4 0	49 4 0
	,, 44 to 45	,, 47 to 48	,, 45 to 46	,, 46 to 47	47 to 48
	,, 49 to 50	,, 49 to 50	,, 49 to 50	,, 48 to 49	49 to 50
	,, 60 to 65	,, 59 to 61	,, 65 to 66	,, 59 to 60	60 to 62
	......	......	......	......	......
Rdy.	,, 24 0 0 Rdy.	......	......	......	......
,,	,, 13 0 0 ,,	,, 13 0 0 Rdy.	,, 13 8 0 Rdy.	......	......
,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 4 0 ,,	,, 15 8 0 Rdy.	15 12 0 Rdy.
,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	13 8 0 ,,
,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 8 0 ,,	14 10 0 ,,
,,	,, 14 8 0 ,,	,, 14 12 0 ,,	,, 15 0 0 ,,	......	......
,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 13 4 0 ,,	13 4 0 ,,
	......	......	......	......	......
	Rs. 220 Ready.	Rs. 228 Ready	Rs. 237 Ready.	Rs. 238 15/25 Mar.	Rs. 260 15/25 Mar.
	,, 215 ,,	,, 223 ,,	,, 227 ,,	,, 232 Rdy.	,, 239 Ready
	,, 210 ,,	,, 218 ,,	,, 222 ,,	,, 227 ,,	,, 232 ,,
	,, 210 ,,	,, 214 ,,	,, 222 ,,	,, 227 to 228 ,,	,, 233 ,,
	,, 205 ,,	,, 209 ,,	,, 218 ,,	,, 223 to 224 ,,	......
	,, 212 ,,	,, 215 ,,	,, 223 ,,	,, 228 ,,	,, 235 ,,
	,, 208 ,,	,, 211 ,,	,, 219 ,,	,, 223 ,,	,, 231 ,,
	......	......	......	......	......
	......	......	......	......	......
May	,, 222/15/15 May	,, 231 15/25 May	,, 238 15/25 May	,, 232 15/25 May	,, 240 15/25 May
.	,, 202 Ready.	,, 213 Ready.	,, 223 Ready.	,, 227 Ready.	,, 235 Ready
	,, 196 ,,	,, 206 ,,	,, 217 ,,	,, 221 ,,	,, 230 ,,
	,, 190 ,,	,, 200 ,,	,, 211 ,,	......	......
May	,, 225 15/25 May	,, 232 15/15 May	,, 245 15/25 May	,, 239 15/25 May	,, 248 15/25 May
	,, 215 ,,	,, 220 ,,	,, 230 ,,	,, 232 ,,	,, 238 ,,
Rdy.	,, 9 2 3 Rdy.	,, 8 13 0 Rdy.	,, 9 0 6 Rdy.	,, 9 4 0 Rdy.	,, 9 4 0 Rdy.
,,	,, 8 12 0 ,,	,, 8 10 0 ,,	,, 8 10 6 ,,	,, 8 14 0 ,,	,, 8 13 6 ,,
,,	,, 8 3 6 ,,	,, 8 5 6 ,,	,, 8 8 6 ,,	,, 8 14 6 ,,	,, 8 12 6 ,,
,,	,, 8 1 0 ,,	,, 8 2 0 ,,	,, 8 6 0 ,,	,, 8 12 6 ,,	,, 8 11 0 ,,
,,	,, 7 0 0 ,,	,, 6 15 6 ,,	,, 7 0 0 ,,	,, 7 3 6 ,,	,, 7 4 0 ,,
,,	,, 6 8 6 ,,	,, 6 9 0 ,,	,, 6 10 6 ,,	,, 6 10 6 ,,	,, 6 12 6 ,,
,,	,, 6 13 6 ,,	,, 6 11 6 ,,	,, 6 12 0 ,,	,, 6 15 6 ,,	,, 7 1 6 ,,
,,	,, 8 0 6 ,,	,, 8 1 6 ,,	,, 8 2 6 ,,	,, 8 5 6 ,,	,, 8 6 0 ,,
	......	......	......	......	......
,	,, 7 0 6 ,,	,, 7 7 0 ,,	,, 7 6 0 ,,	,, 7 12 6 ,,	,, 7 11 0 ,,
	......	......	,, 5 6 0 ,,	,, 5 6 0 ,,	......
,	,, 5 1 0 ,,	,, 5 3 0 ,,	,, 5 3 6 ,,	,, 5 3 0 ,,	,, 5 5 0 ,,
	......	......	......	......	......
	......	......	......	,, 6-15-0 Rdy.	......
M'y	,, 5-9-6 Apl.-M'y	,, 5-8-3 Apl.-M'y	Rs. 5-2-6 Ready	,, 5-2-0 ,,	,, 5-4-0 Ready
	......	......	......	......	......
	......	......	......	......	......
	......	......	......	......	......
	Rs. 1,425	Rs. 1,450	Rs. 1,430	Rs. 1,420	Rs. 1,420
	,, 1,400	,, 1.400	,, 1,400	,, 1,400	,, 1,400
	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£. s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	......	0 19 0	......	......	......
	......	0 19 0	......	......	......
	1 2 6	1 7 6	1 3 0	......	1 5 0
	0 18 6	0 19 6	0 19 0	......	0 18 9
	......	0 15 0	......	0 18 0	0 18 0
	......	0 15 0	......	0 17 0	0 17 0
	1 0 0	0 18 6	......	......	1 [illegible] 0
	1 0 0	0 18 6	......	......	1 [illegible] 0
	1 0 0	0 19 0	......	......	......
	1 0 0	0 19 0	......	......	......
	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
	,, 17	,, 17	,, 17	,, 17	,, 17

g	Week ending 2nd March.	Week ending 9th March.	Week ending 16th March.	Week ending 23rd March.	Week ending 30th March.
	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.
	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.
	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.
	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 7/32d.
	1s. 4 15/32d.	1s. 4 1/2d.	1s. 4 7/16d.	1s. 4 3/8d.	1s. 4⅜d.
	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 5/16d.	1s. 4¼d.	1s. 4¼d.
	1s. 4½d.	1s. 4 17/32d.	1s. 4 15/32d.	1s. 4 13/32d.	1s. 4 13/32d.
	1·71¾	1·71¾	1·71¼	1·70⅞	1·70¼
	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	H. 143 8 0	H. 143 8 0	H. 144 8 0	H. 144 8 0	H. 145 0 0
	S. 194 8 0	S. 195 0 0	S. 195 8 0	S. 195 8 0	S. 196 0 0
	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 149 0 0
	23 15 0	23 15 0	23 15 0	23 15 6	24 0 0
	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Rdy.	69 10 0 Rdy	69 10 0 Rdy.	69 12 0 Rdy.	70 0 0 Rdy	69 14 0 Rdy
Fwd.	70 0 0 Fwd	69 14 0 Fwd.	70 0 0 Fwd	70 8 0 Fwd	70 4 0 Fwd
	9 per cent.	9 per cent.	8 per cent.	7 per cent.	7 per cent.
	8 ,,	8 ,,	8 ,,	7 ,,	6 ,,
.	8 ,,	8 ,,	6 ,,	6 ,,	5 ,,
	Rs. 95 7 0	Rs. 94 13 0	Rs. 95 13 0	Rs. 95 7 0	Rs. 95 15 0
	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 4 6	Rs. 3 3 6
	,, 3 11 0	,, 3 11 0	,, 3 11 0	,, 3 11 0	,, 3 10 0
	As. 8¼ to 9	As. 8½ to 9	As. 8½ to 9	As. 9¼ to 9½	As. 9½ to 9¾
	,, 7¾ to 8¼	,, 7¾ to 8¼	,, 7¾ to 8¼	,, 8¼ to 8⅝	,, 8½ to 8¾
	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0	Rs. 66 8 0
	,, 49 14 0	,, 49 14 0	,, 44 14 0	,, 49 14 0	,, 49 14 0
	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 48 to 49
	,, 50 to 51	,, 50 to 51	,, 50 to 51	,, 50 to 51	,, 50 to 51
	,, 64 to 65	,, 62 to 63	,, 62 to 63	,, 61 to 62	,, 61 to 62
	......	......	......	......	......
Rdy.	......	......	......	......	......
,,	......	......	......	......	......
,,	,, 15 12 0 Rdy.	,, 16 0 0 Rdy.	,, 16 8 0 Rdy.	,, 17 0 0 Rdy.	,, 16 12 0 Rdy.
,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 4 4 ,,	,, 15 4 0 ,,	,, 15 8 0 ,,
,,	,, 14 12 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 8 0 ,,	,, 16 0 0 ,,
,,	......	......	......	,, 15 8 0 ,,	,, 15 12 0 ,,
,,	,, 13 4 0 ,,	,, 13 4 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,
	......	......	......	......	......
	Rs. 260 Rdy.	Rs. 275 15/25 Mar.	Rs. 250 to 252 Rdy	Rs. 235 Ready.	Rs. 235 Ready.
	,, 246 ,,	,, 256 Ready	,, 245 to 247 ,,	......	,, 233 ,,
	,, 240 ,,	......	......	......	......
	,, 240 ,,	,, 250 ,,	,, 240 to 242 ,,	,, 238 ,,	,, 228 ,,
	......	......	......	......	......
	,, 243 ,,	,, 248 ,,	,, 240 to 242 ,,	,, 240 ,,	,, 232 ,,
	,, 239 ,,	,, 243 ,,	,, 236 to 237 ,,	,, 236 ,,	,, 228 ,,
	......	......	......	......	......
	......	......	......	......	......
May	,, 247 15/25 May	,, 250 15/25 May	,, 250 Ready	,, 242 ,,	,, 228 ,,
.	,, 244 Ready	,, 250 Ready	,, 242 ,,	,, 238 to 239 Rdy	,, 230 ,,
	,, 239 ,,	,, 244 ,,	,, 236 to 237 Rdy	,, 233 to 234 ,,	,, 225 ,,
	......	......	,, 230 to 231 ,,	,, 227 to 228 ,,	,, 219 ,,
May	,, 260 15/25 May	,, 274 15/25 May	,, 265 15/25 May	,, 260 15/25 May	,, 243 15/25 May.
	,, 250 ,,	,, 257 ,,	,, 218/9 ,,	,, 242 ,,	,, 230 ,,
Rdy.	,, 9 6 0 Rdy.	,, 9 7 0 Rdy.	,, 9 4 0 Rdy.	,, 9 5 6 Rdy.	,, 9 5 0 Rdy.
,,	,, 8 15 0 ,,	,, 9 1 0 ,,	,, 8 13 6 ,,	,, 8 15 0 ,,	,, 8 15 0 ,,
,,	,, 8 13 6 ,,	,, 8 14 0 ,,	,, 8 13 6 ,,	,, 8 13 0 ,,	,, 8 11 6 ,,
,,	,, 8 12 0 ,,	,, 8 13 0 ,,	,, 8 12 0 ,,	,, 8 11 0 ,,	,, 8 8 0 ,,
,,	,, 7 5 6 ,,	,, 7 5 6 ,,	,, 7 3 6 ,,	,, 7 7 0 ,,	,, 7 9 6 ,,
,,	,, 6 14 0 ,,	,, 6 15 0 ,,	,, 6 12 6 ,,	,, 7 4 0 ,,	,, 7 0 6 ,,
,,	,, 7 3 0 ,,	,, 7 3 6 ,,	,, 7 1 6 ,,	,, 7 7 0 ,,	,, 7 6 6 ,,
,,	,, 8 6 0 ,,	,, 8 9 0 ,,	,, 8 7 0 ,,	,, 8 7 6 ,,	,, 8 9 6 ,,
	......	......	......	......	......
,	,, 7 11 0 ,,	,, 7 10 6 ,,	,, 7 10 6 ,,	,, 7 9 0 ,,	,, 7 6 9 ,,
	......	......	......	......	......
,	,, 5 8 0 ,,	,, 5 6 0 ,,	,, 5 12 0 ,,	......	,, 5 6 0 ,,
	......	......	......	......	......
	......	......	......	,, 7 13 0 ,,	......
M'y	,, 5 6 0 ,,	......	Rs. 5-2-6 Apl.-M'y	,, 5-1-0 Apl.-May	,, 5-2-0 Apl.-M'y
	......	......	......	......	......
	......	......	......	......	......
	......	......	......	......	......
	Rs. 1,420	Rs. 1,400	Rs. 1,400	Rs. 1,430	Rs. 1,400
	,, 1,400	,, 1,350	,, 1,350	,, 1,300	,, 1,365
	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	0 19 0	1 0 0	1 1 3	0 19 0	......
	0 19 0	1 0 0	1 1 3	0 19 0	......
	1 5 0	1 5 0	1 5 0	1 2 6	1 2 6
	0 18 9	0 19 0	1 0 0	1 0 0	0 17 6
	0 19 0	0 19 0	1 0 0	1 0 0	......
	0 19 0	0 19 0	1 0 0	1 0 0	......
	0 18 0	1 0 0	1 0 0	0 18 0	0 18 0
	0 18 0	1 0 0	1 0 0	0 18 0	0 18 0
	0 18 0	......	......	......	......
	0 18 0	......	......	......	......
	Rs. 14 to 18	Rs. 14 to 18	Rs 14 to 18	Rs. 14 to 18	Rs. 14 to 18
	,, 17	,, 17	,, 17	,, 17	,, 17

g	Week ending 6th April.	Week ending 12th April.	Week ending 20th April.	Week ending 27th April.	Week ending 4th May.
	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.
	1s. 3 31/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
	1s. 4 11/32d.	1s. 4⅜d.	1s. 4⅜d.	1s. 4 3/8d.	1s. 4 3/8d.
	1s. 4 7/32d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.
	1s. 4⅜d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.
	1·70¼	1·70½	1·70½	1·70½	1·70¼
	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	R. a. p.
	H. 145 0 0	H. 144 8 0	H. 145 0 0	H. 144 0 0	H. 144 8 0
	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 195 8 0
	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 148 8 0
	24 1 0	24 0 0	24 0 6	24 0 6	24 0 0
	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Rdy.	70 0 0 Rdy	69 12 0 Rdy	69 10 0 Rdy	69 12 0 Rdy.	70 8 0 Rdy.
Fwd.	70 6 0 Fwd	70 0 0 Fwd	69 14 0 Fwd	70 2 0 Fwd	70 8 0 Fwd.
	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
	6 ,,	6 ,,	6 ,,	5 ,,	6 ,,
.	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,
	Rs. 97 0 0	Rs. 96 8 0	Rs. 96 3 0	Rs. 96 3 0	Rs. 96 5 0
	,, 89 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6
	,, 3 9 0	,, 3 9 0	,, 3 9 0	,, 3 9 0	,, 3 9 0
	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 8¾ to 9¼	As. 8¾ to 9¼
	,, 8⅜ to 8⅝	,, 8⅜ to 8⅝	,, 8⅜ to 8⅝	,, 8 to 8½	,, 8 to 8½
	Rs. 66 8 0	Rs. 66 4 0	Rs. 66 4 0	Rs. 66 4 0	Rs. 65 4 0
	,, 49 14 0	,, 50 8 0	,, 50 8 0	,, 50 0 0	,, 50 4 0
	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 46 to 47	,, 45 to 46
	,, 49 0 0	,, 50 to 51	,, 49 to 50	,, 49 to 50	,, 48 to 49
	,, 62 to 63	,, 62 to 63	,, 62 to 63	,, 62 to 63	,, 60 to 62
	......	......	......	......	......
Rdy.	......	......	......	......	......
,,	......	......	......	......	......
,,	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 12 0 Rdy.	,, 15 8 0 Rdy.	,, 16 8 0 Rdy.
,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 14 4 0 ,,
,,	,, 15 12 0 ,,	,, 15 12 0 ,,	,, 15 12 0 ,,	,, 16 0 0 ,,	,, 15 8 0 ,,
,,	,, 16 0 0 ,,	,, 16 0 0 ,,	,, 15 12 0 ,,	......	,, 15 4 0 ,,
,,	,, 13 12 0 ,,	,, 14 0 0 ,,	,, 14 4 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,
	......	......	......	......	......
	Rs. 233 Ready.	Rs. 230 Ready.	Rs. 232 Ready.	Rs. 231 Ready.	Rs. 231 Ready.
	,, 225 ,,	,, 227 ,,	,, 225 ,,	,, 222 ,,	,, 222 ,,
	......	......	......	......	......
	,, 220 ,,	,, 222 ,,	,, 220 ,,	,, 217 ,,	,, 218 ,,
	......	......	......	......	......
	,, 222 ,,	,, 227 ,,	,, 223 ,,	,, 220 ,,	,, 221 ,,
	,, 215 ,,	,, 223 ,,	......	,, 216 ,,	,, 217 ,,
	......	......	......	......	......
	......	......	......	......	......
May	,, 223 ,,	,, 225 ,,	,, 221 15/25 May	,, 220 15/25 May	,, 223 15/25 May
.	,, 219 ,,	,, 221 ,,	,, 219 Ready.	,, 216 Ready.	,, 218 Ready.
	,, 213 ,,	,, 215 ,,	,, 213 ,,	,, 211 ,,	,, 212 ,,
	,, 207 ,,	,, 209 ,,	......	,, 205 ,,	,, 206 ,,
May	,, 237 ,,	,, 238 ,,	,, 234 ,,	,, 234 ,,	,, 234 ,,
	,, 225 ,,	,, 226 ,,	,, 222 ,,	,, 218 ,,	,, 214 ,,
Rdy.	......	......	......	......	......
,,	......	......	......	......	......
,,	,, 8 8 0 Rdy.	,, 8 11 0 Rdy.	,, 8 10 0 Rdy.	,, 8 14 0 Rdy.	,, 9 5 0 Rdy.
,,	,, 8 4 0 ,,	,, 8 6 0 ,,	,, 8 5 6 ,,	,, 8 12 0 ,,	,, 9 3 0 ,,
,,	,, 7 9 6 ,,	,, 7 11 0 ,,	,, 7 14 0 ,,	,, 7 14 0 ,,	,, 8 0 0 ,,
,,	,, 7 2 0 ,,	,, 7 4 0 ,,	,, 7 3 0 ,,	,, 7 4 0 ,,	,, 7 6 0 ,,
,,	,, 7 8 0 ,,	,, 7 11 0 ,,	,, 7 10 0 ,,	,, 7 10 6 ,,	,, 7 13 0 ,,
,,	,, 8 6 0 ,,	,, 8 5 0 ,,	,, 8 3 0 ,,	,, 8 3 0 ,,	,, 8 6 0 ,,
	......	......	......	......	......
,	,, 7 10 6 ,,	,, 7 11 0 ,,	,, 7 11 0 ,,	,, 7 11 0 ,,	,, 7 9 0 ,,
	......	,, 6 3 0 ,,	......	......	......
,	,, 5 10 0 ,,	,, 6 0 0 ,,	......	......	,, 6 1 0 ,,
	......	......	......	......	......
	,, 7 7 0 ,,	,, 7 7 0 ,,	,, 7 6 0 ,,	,, 7 6 0 ,,	,, 7 4 0 ,,
M'y	,, 5-2-6 Apl.-M'y	,, 5 2 0 ,,	,, 5 2 6 ,,	,, 5 1 0 ,,	,, 5 3 0 ,,
	......	......	......	......	......
	......	......	......	......	......
	......	......	......	......	......
	Rs. 1.375	Rs. 1,400	Rs 1,415.	Rs. 1,400	Rs. 1,400
	,, 1,350	,, 1,350	,, 1,250	,, 1,360	,, 1,350
	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	0 18 0	0 18 0	0 15 0	......	0 17 0
	0 18 0	0 18 0	0 15 0	......	0 17 0
	1 1 6	1 2 6	1 2 6	1 2 6	0 18 0
	0 17 0	0 18 0	0 18 0	0 16 6	0 15 6
	1 3 0	1 3 0	1 3 0	1 3 0	0 16 0
	1 3 0	1 3 0	1 3 0	1 3 0	0 16 0
	0 15 6	0 15 0	0 15 0	......	0 16 0
	0 15 6	0 15 0	0 15 0	......	0 16 0
	0 15 6	0 15 0	0 13 0	......	0 16 0
	0 15 6	0 15 0	0 13 0	......	0 16 0
	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
	,, 17	,, 17	,, 17	,, 17	,, 17

g	Week ending 11th May.	Week ending 18th May.	Week ending 25th May.	Week ending 1st June.	Week ending 8th June.
	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.
	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
	1s. 4⅛d.	1s. 4¼d.	1s. 4⅛d.	1s. 4 3/32d.	1s. 4 3/32d.
	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.
	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 5/16d.	1s. 4 5/16d.
	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4 7/32d.	1s. 4 7/32d.
	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 11/32d.
	1·70½	1·70¼	1·70¼	1·70	1·70
	100 3/32	100 3/32	100 1/16.	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	H. 144 0 0	H. 144 0 0	H. 145 0 0	H. 145 0 0	H. 145 0 0
	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 195 0 0	S. 196 0 0
	J. 148 0 0	J. 148 0 0	J. 148 0 0	J. 148 0 0	J. 148 0 0
	24 2 0	24 2 0	24 1 0	24 1 0	24 0 0
	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Rdy.	70 8 0 Rdy.	70 2 0 Rdy.	70 2 0 Rdy	70 2 0 Rdy.	70 2 0 Rdy.
Fwd.	70 8 0 Fwd.	70 4 0 Fwd.	70 6 0 Fwd	70 6 0 Fwd	70 6 0 Fwd.
	6 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.
	6 ,,	6 ,,	6 ,,	6 ,,	6 ,,
.	5 ,,	5 ,,	6 ,,	5 ,,	5 ,,
	Rs. 95 13 0	Rs. 96 8 0	Rs. 95 9 6	Rs. 96 3 0	Rs. 95 10 0
	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 3	Rs. 3 2 3	Rs. 3 2 0
	,, 3 9 0	,, 3 9 0	,, 3 8 9	,, 3 8 9	,, 3 8 6
	As. 8¾ to 9¼	As. 8¾ to 9¼	As. 8½ to 9½	As. 8¾ to 8⅞	As. 8⅜ to 8 5/8
	,, 8 to 8½	,, 8 to 8½	,, 8 to 8½	,, 7¾ to 8¼	,, 7¾ to 8¼
	Rs 65 4 0	Rs. 65 0 0	Rs. 65 0 0	Rs. 65 0 0	Rs. 64 0 0
	,, 50 4 0	,, 50 0 0	,, 50 0 0	,, 50 0 0	,, 49 12 0
	,, 44 to 45	,, 44 to 45	,, 44 to 45	,, 44 to 45	,, 44 to 45
	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48	,, 47 to 48
	,, 59 to 60	,, 59 to 60	,, 58 to 59	,, 60 to 61	,, 61 to 62
	......	......	......	......	......
Rdy.	......	......	......	......	......
,,	......	......	......	......	......
,,	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.	,, 16 8 0 Rdy.
,,	,, 15 0 0 ,,	,, 15 8 0 ,,	,, 14 8 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,
,,	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 14 12 0 ,,	,, 15 4 0 ,,	,, 15 4 0 ,,
,,	......	......	,, 15 8 0 ,,	,, 15 8 0 ,,	,, 15 0 0 ,,
,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 4 0 ,,	,, 14 0 0 ,,	,, 14 4 0 ,,
	......	......	......	......	......
	Rs. 228 Ready	Rs. 228 Ready.	Rs. 215 Ready.	Rs. 210 Ready.	......
	,, 222 ,,	,, 216 ,,	,, 203 ,,	,, 206 ,,	Rs. 203 Ready.
	Nil.	......	......	......	......
	,, 218 ,,	,, 212 ,,	,, 200 ,,	,, 200 ,,	Rs. 198 ,,
	......	......	......	......	......
	,, 218 ,,	,, 213 ,,	,, 210 ,,	,, 208 ,,	,, 200 ,,
	,, 215 ,,	,, 209 ,,	,, 206 ,,	,, 204 ,,	,, 195 ,,
	......	......	......	......	......
	...... [Nl.	......	......	......	......
May	,, 218 15/25 May	,, 208 ,, Noml.	,, 202 ,, Noml.	......	......
.	,, 218 Ready	,, 216 ,,	,, 205 ,,	,, 200 ,,	,, 195 ,,
	,, 213 ,,	,, 209 ,,	,, 197 ,,	,, 190 ,,	,, 185 ,,
	,, 207 ,,	,, 203 ,,	,, 190 ,,	,, 184 ,,	,, 180 ,,
May	,, 233 ,,	,, 225 ,,	,, 222 ,,	,, 217 ,,	,, 215 ,,
	,, 211 ,,	,, 205 ,,	,, 202 ,,	,, 201 ,,	,, 200 ,,
Rdy.	......	......	......	......	......
,,	......	......	......	......	......
,,	,, 9 14 0 Rdy.	,, 10 2 0 Rdy.	,, 10 6 0 Rdy.	,, 9 12 0 Rdy.	,, 9 15 0 Rdy.
,,	,, 9 13 0 ,,	,, 10 0 0 ,,	,, 10 4 0 ,,	,, 9 10 0 ,,	,, 9 13 6 ,,
,,	,, 8 2 0 ,,	,, 8 2 0 ,,	,, 8 4 0 ,,	,, 8 0 0 ,,	,, 8 2 0 ,,
,,	,, 7 10 6 ,,	,, 7 13 6 ,,	,, 8 0 0 ,,	,, 7 15 0 ,,	,, 7 13 0 ,,
,,	,, 8 0 0 ,,	,, 8 2 0 ,,	,, 8 3 0 ,,	,, 8 1 6 ,,	,, 8 0 0 ,,
,,	,, 8 12 0 ,,	,, 8 11 6 ,,	,, 9 3 0 ,,	,, 8 15 0 ,,	,, 9 1 0 ,,
	......	......	......	......	......
,	,, 7 10 0 ,,	,, 7 8 0 ,,	,, 7 9 0 ,,	,, 7 9 0 ,,	,, 7 11 0 ,,
	......	......	......	......	......
,	,, 6 0 0 ,,	,, 6 0 0 ,,Nl.	......	......	......
	......	......	......	......	......
	,, 7 4 0 ,,	,, 7 4 0 ,,	......	......	......
M'y	,, 5 3 6 ,,	,, 5 4 0 ,,	,, 5 5 6 ,,	,, 5 4 0 ,,	,, 5 5 3 ,,
	......	......	......	......	......
	......	......	......	......	......
	......	......	......	......	......
	Rs. 1,400	Rs. 1,400	Rs. 1,400	Rs. 1,400	Rs. 1,400
	,, 1,350	,, 1,380	,, 1,350	,, 1,375	,, 1,350
	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	......	......	......	0 15 0	......
	......	......	......	0 15 0	......
	1 0 0	0 18 0	0 18 0	0 18 0	0 17 0
	0 16 0	0 15 0	0 15 0	0 14 6	0 14 6
	0 18 0	0 18 0	0 18 0	0 17 0	0 17 0
	0 17 0	0 16 0	0 17 0	0 15 0	0 15 0
	......	0 16 0	......	0 13 0	......
	......	0 16 0	......	0 13 0	......
	......	......	......	0 10 0	0 14 0
	......	......	......	0 10 0	0 14 0
	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 11 to 13
	,, 17	,, 17	,, 17	,, 17	,, 17

g	Week ending 15th June.	Week ending 22nd June.	Week ending 29th June.
	Ready.	Ready.	Ready.
	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
	1s. 4d.	1s. 4d.	1s. 4d.
	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.
	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.
	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.
	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.
	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 11/32d.
	1·69¾	1·70	1·70
	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.
	H. 145 0 0	H. 145 0 0	H. 146 0 0
	S. 196 0 0	S. 196 0 0	S. 198 0 0
	J. 148 0 0	J. 148 0 0	J. 148 8 0
	24 0 0	24 0 0	24 0 0
	15 0 0	15 0 0	15 0 0
Rdy.	70 2 0 Rdy	70 6 0 Rd.	71 14 0 Rdy.
Fwd.	70 6 0 Fwd	70 10 0 Fwd	72 2 0 Fwd
	5 per cent.	5 per cent.	5 per cent.
	5 ,,	4 ,,	4 ,,
.	4 ,,	4 ,,	4 ,,
	Rs. 95 11 0	Rs. 95 11 0	Rs. 95 9 0
	,, 88 0 0	,, 88 0 0	,, 88 0 0
	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0
	,, 3 8 6	,, 3 8 6	,, 3 8 6
	As. 8⅜ to 8 5/8	As. 8 3/8 to 8½	As. 8 3/8 to 8 5/8
	,, 7¾ to 8¼	,, 7¾ to 8¼	,, 7¾ to 8¼
	Rs. 63 8 0	Rs. 63 0 0	Rs. 62 12 0
	,, 49 8 0	,, 49 8 0	,, 49 8 0
	,, 44 to 45	,, 44 0 0	,, 44 to 45
	,, 47 to 48	,, 44 0 0	,, 47 to 48
	,, 60 to 61	,, 65 to 66	,, 60 to 61
	......	......	......
Rdy.	......	......	......
,,	......	......	......
,,	Rs. 16 8 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 8 0 Rdy
,,	,, 14 0 0 ,,	,, 13 0 0 ,,	,, 14 0 0 ,,
,,	,, 14 8 0 ,,	,, 14 0 0 ,,	,, 14 8 0 ,,
,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,
,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,
	......	......	......
	Rs. 202 15/25 Mar.	Rs. 206 15/25 Mar.	Rs. 218 15/25 Mar.
	,, 205 Ready.	,, 208 Ready.	,, 216 Ready.
	......	......	......
	R. 200 ,,	Rs. 201 ,,	,, 210 ,,
	......	......	......
	Rs. 202 ,,	Rs. 205 ,,	Rs. 214 ,,
	,, 197 ,,	,, 199 ,,	,, 209 ,,
	......	......	......
	......	......	......
May	......	......	......
.	Rs. 195 Ready.	Rs. 197 Ready.	Rs. 205 Ready.
	,, 185 ,,	,, 188 ,,	,, 195 ,,
	,, 180 ,,	,, 183 ,,	,, 190 ,,
May	,, 215 ,,	,, 220 ,,	,, 230 ,,
	,, 201 ,,	,, 208 ,,	,, 221 ,,
Rdy.	......	......	......
,,	......	......	......
,,	Rs. 9 15 0 Ready.	Rs. 10 5 0 Rdy.	Rs. 10 6 0 Rdy
,,	,, 9 12 0 ,,	,, 10 3 0 ,,	,, 10 4 6 ,,
,,	,, 8 0 0 ,,	,, 8 0 0 ,,	,, 8 0 0 ,,
,,	,, 7 13 0 ,,	,, 7 12 0 ,,	,, 7 12 0 ,,
,,	,, 7 15 6 ,,	,, 7 15 6 ,,	,, 7 15 6 ,,
,,	,, 8 14 6 ,,	,, 8 15 0 ,,	,, 8 15 0 ,,
	......	......	......
,	,, 7 14 0 ,,	,, 7 14 0 ,,	Rs. 7 14 0 ,,
	......	......	......
,	......	......	......
	......	......	......
	......	......	......
M'y	Rs. 5 5 0 ,,	Rs. 5 5 3 Rdy	Rs. 5 4 9 ,,
	......	......	......
	......	......	......
	......	......	......
	Rs. 1,375.	Rs. 1,375	Rs. 1,375
	,, 1,350	,, 1,350	,, 1,350
	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	£ s. d.
	......	......	......
	......	......	......
	0 16 0	0 16 0	0 16 0
	0 14 0	0 14 0	0 14 0
	0 17 0	......	......
	0 16 0	......	......
	0 13 6	......	......
	0 13 6	......	......
	......	......	......
	......	......	......
	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
	,, 17	,, 17	,, 17

H. Hongkong. S. Shanghai. J. Japan.

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the year 1900.—Continued.

QUOTATIONS.	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.	Week ending 27th July.	Week ending 3rd August.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.
" " Sight	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.
" " ... 3 m'ths' "	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.
First-class Credits ... ... 3 " "	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" ... ... 6 " "	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	
Documents ... ... 3 " "	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" ... ... 6 " "	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 3/8d.	1s. 4 3/8d.	......
Paris Francs Mercantile Bills ... 3 " "	1·69¾	1·69½	1·70	1·70	1·70
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills 30 days' Sight, per 100 Dollars	H. 145 0 0	H. 146 0 0	H. 146 0 0	H. 146 0 0	H. 148 8 0
" " 100 Taels	S. 197 0 0	S. 200 0 0	S. 200 0 0	S. 198 0 0	S. 198 0 0
" " 100 Yens	J. 148 0 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0
English Bar Gold, 100 touch (per tola)	23 15 6	24 0 0	24 0 0	24 0 6	23 15 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	72 4 0 Rdy	72 2 0 Rdy	72 4 0 Rdy	71 8 0 Rdy	72 0 0 Rdy
	72 8 0 Fwd	72 6 0 Fwd	72 6 0 Fwd	71 8 0 Fwd	71 15 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	5 per cent.	5 per cent.	4 per cent.	4 per cent.	4 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	4 "	4 "	4 "	4 "	4 "
Rate of Interest in the open Market on Government Paper	4 "	4 "	4 "	4 "	4 "
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 94 6 0	Rs. 95 2 0	Rs. 94 6 0	Rs. 94 3 0	Rs. 94 12 0
Three per cents.	" 87 8 0	" 87 8 0	" 87 8 0	" 87 0 0	" 87 0 0
IMPORTS.					
Piece Goods—					
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 3 6	Rs. 3 4 0
8lbs. 38 in. 37½ to 38 yds. " "	" 3 9 6	" 3 9 6	" 3 9 6	" 3 11 0	" 3 11 6
No. 40s Mule Twist (per lb.)	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8¾ to 8 7/8	As. 8¾ to 9
No. 30s Water " "	" 7 7/8 to 8 3/8	" 7 7/8 to 8 3/8	" 7 7/8 to 8 3/8	" 8 1/8 to 8 3/4	" 8¼ to 8¾
Copper Braziers (in bundles) per cwt.	Rs. 62 12 0	Rs. 62 12 0	Rs. 63 0 0	Rs. 63 4 0	Rs. 63 4 0
Yellow Metal " "	" 49 8 0	" 49 8 0	" 49 0 0	" 49 4 0	" 49 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 44 to 45	" 43 to 44	" 43 to 44	" 42 to 43	" 42 to 43
Basic Steel " "	" 47 to 48	" 46 to 47	" 46 to 47	" 45 to 46	" 43 to 44
Swedish Bar Iron "	" 59 to 60	" 57 to 58	" 57 to 58	" 57 to 58	" 59 to 60
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal " "	......	......	......	......	......
Japan " "	......	......	......	......	......
Desharghur (Bengal) " "	" 16 8 0 Rdy.	" 16 4 0 Rdy.	" 16 4 0 Rdy.	" 16 8 0 Rdy.	" 16 0 0 Rdy.
Muir's Navigation " "	" 15 0 0 "	" 14 0 0 "	" 14 4 0 "	" 14 8 0 "	" 14 0 0 "
Jardine's " "	" 15 8 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 14 8 0 "
Seebpore " "	" 15 8 0 "	......	" 15 0 0 "	" 15 0 0 "	" 15 4 0 "
Singairni " Rail Dly.	" 14 0 0 "	" 13 12 0 "	" 14 0 0 "	......	......
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	......	......	......	......	......
Do. ... Good	Rs. 223, 15 to 25th March 1901.	Rs. 216, 15 to 25th March 1901.	Rs. 228, 15 to 25th March 1901.	Rs. 228, 15 to 25th March 1901.	Rs. 213, 15 to 25th March 1901.
Oomrawuttee, Good Staple ... F. G.	" 216 Ready.	" 216 Ready.	" 216 Ready.	" 216 Ready.	" 212 Ready.
" ... Good		......	......	......	......
Khandeish ... F. G.	" 210 Ready.	" 210 "	" 210 "	" 210 "	" 205 "
" ... Good	......	......	......	......	......
Belatee ... Fine	" 214 "	" 215 "	" 215 "	" 215 "	" 210 "
" ... F. G.	" 209 "	" 210 "	" 210 "	" 210 "	" 205 "
Bhownugger ... Fine	......	......	......	......	......
" ... F. G.	......	......	......	......	......
" ... Good	......	......	......	......	......
Bengals ... Fine	" 205 "	" 210 "	" 210 "	" 208 "	" 200 "
" ... F. G.	" 195 "	" 198 "	" 200 "	" 198 "	" 190 "
" ... Good	" 190 "	" 193 "	" 195 "	" 193 "	" 185 "
Dharwar (S. G.) ... Good	" 231 "	" 232 "	" 232 "	" 231 "	" 228 "
Westerns ... Good	" 218 "	" 217 "	" 216 "	" 216 "	" 213 "
Gingellyseed, White (per cwt.)	......	......	......	......	......
" Mixed "	......	......	......	......	......
Linseed, Bold "	" 10 13 6 Rdy.	" 10 10 0 Rdy.	" 10 5 0 Rdy.	" 10 5 0 Rdy.	" 10 2 0 Rdy.
" Small Seed "	" 10 9 0 "	" 10 6 0 "	" 9 14 0 "	" 9 14 0 "	" 9 8 0 "
Rapeseed, Guzerat Yellow "	" 8 2 0 "	" 8 4 0 "	" 8 3 0 "	" 8 4 0 "	" 8 2 0 "
" Brown Delhi "	" 7 13 6 "	" 7 14 6 "	" 7 13 0 "	" 7 11 6 "	" 7 11 6 "
" Yellow Cawnpore "	" 8 1 0 "	" 8 0 6 "	" 7 15 0 "	" 7 14 6 "	" 7 14 0 "
Poppyseed "	" 9 0 0 "	" 8 14 0 "	" 8 10 0 "	" 8 12 6 "	" 8 9 0 "
Groundnuts "	......	......	......	......	......
Castorseed, Ordinary Quality F. A. "	" 8 3 0 "	" 8 1 6 "	" 8 2 6 "	" 8 3 0 "	" 8 0 0 "
Wheat, White Pessy 85 per cent. "	......	......	......	......	......
" Jabalpur Pessy "	......	......	......	......	......
" Ahmedabad (Soft Red) "	......	......	......	......	......
" Hard Yellow 63 per cent. "	......	......	......	......	......
" Delhi, No. 1, White Pessy "	Rs. 5 6 6 "	Rs. 5 5 6 "	Rs. 5 7 0 "	Rs. 5 7 0 "	Rs. 5 6 6 "
" " Red "	......	......	......	......	......
" Hard Red Khatha 75 per cent. "	......	......	......	......	......
" Nagpore Khathi "	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,350	Rs. 1,325	Rs. 1,350	Rs. 1,325	Rs. 1,325
" " " New	" 1,300	" 1,300	" 1,300	" 1,300	" 1,275
FREIGHTS.	(Ready.) £ s. d.	(Ready). £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 14 6	0 14 6	......	......	0 15 6
" Seeds and Wheat	0 14 6	0 14 6	......	......	0 15 6
London—Measurement cargo (P. & O.)	0 18 0	0 18 0	0 18 0	1 0 0	0 18 0
" Seeds and Wheat "	0 13 6	0 13 6	0 14 0	0 15 0	0 15 0
Trieste & Venice—Measurement cargo	......	......	......	0 19 0	1 0 0
" " Seeds and Wheat	......	......	......	0 18 0	1 0 0
Marseilles—Measurement cargo	......	......	......	......	0 14 0
" Seeds and Wheat	......	......	......	......	0 14 0
Genoa—Measurement cargo	......	......	......	0 11 6	0 12 0
" Seeds and Wheat	......	......	......	0 11 6	0 12 0
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " "	" 17	" 17	" 17	" 17	" 17

QUOTATIONS.	Week ending 9th August.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.	Week ending 7th September.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.
" " Sight	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
" " ... 3 m'ths' "	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
First-class Credits ... ... 3 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" ... ... 6 " "	......	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 3/8d.	......
Documents ... ... 3 " "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" ... ... 6 " "	......	1s. 4 11/32d.	1s. 4 3/8d.	1s. 4 13/32d.	......
Paris Francs Mercantile Bills ... 3 " "	1·70	1·70	1·70	1·70	1·70
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16	100 3/32	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills 30 days' Sight, per 100 Dollars	H. 148 0 0	H. 148 8 0	H. 148 0 0	H. 149 0 0	H. 150 0 0
" " 100 Taels	S. 199 8 0	S. 199 8 0	S. 200 0 0	S. 203 0 0	S. 203 8 0
" " 100 Yens	J. 148 8 0	J. 148 8 0	J. 148 0 0	J. 148 8 0	J. 148 8 0
English Bar Gold, 100 touch (per tola)	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 1 3
Bar Silver	71 14 0 Rdy	72 0 0 Rdy	72 0 0 Rdy	72 6 0 Rdy	73 0 0 Rdy.
	72 0 0 Fwd	72 2 0 Fwd	72 3 0 Fwd	72 8 0 Fwd	73 2 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	4 "	4 "	4 "	4 "	4 "
Rate of Interest in the open Market on Government Paper	4 "	4 "	3 "	4 "	2 "
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 94 8 0	Rs. 94 9 0	Rs. 94 12 0	Rs. 95 0 0	Rs. 95 13 0
Three per cents.	" 87 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 87 8 0
IMPORTS.					
Piece Goods—					
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0
8lbs. 38 in. 37½ to 38 yds. " "	" 3 11 6	" 3 11 6	" 3 11 6	" 3 11 6	" 3 11 6
No. 40s Mule Twist (per lb.)	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9
No. 30s Water " "	" 8¼ to 8¾	" 8¼ to 8¾	" 8¼ to 8¾	" 8¼ to 8¾	" 8¼ to 8¾
Copper Braziers (in bundles) per cwt.	Rs. 63 0 0	Rs. 62 8 0	Rs. 62 12 0	Rs. 64 4 0	Rs. 64 4 0
Yellow Metal " "	" 49 0 0	" 49 0 0	" 49 4 0	" 49 4 0	" 49 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 40 to 41	" 42 0 0	" 42 0 0	" 41 to 42	" 41 to 42
Basic Steel " "	" 44 0 0	" 43 0 0	" 43 0 0	" 42 to 43	" 42 to 43
Swedish Bar Iron "	" 60 0 0	" 63 0 0	" 60 0 0	" 60 to 62	" 63 to 64
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal " "	......	......	......	......	......
Japan " "	......	......	......	......	......
Desharghur (Bengal) " "	" 16 4 0 Rdy.	......	" 16 4 0 Rdy	" 16 4 0 Rdy.	" 16 4 0 Rdy.
Muir's Navigation " "	" 14 0 0 "	" 16 4 0 Rdy.	" 14 4 0 "	" 14 4 0 "	" 14 0 0 "
Jardine's " "	" 14 8 0 "	" 14 4 0 "	" 14 12 0 "	" 15 0 0 "	" 14 8 0 "
Seebpore " "	" 15 4 0 "	" 15 4 0 "	" 15 4 0 "	" 15 8 0 "	" 15 8 0 "
Singairni " Rail Dly.	......	" 13 8 0 "	" 13 8 0 "	" 13 8 0 "	" 13 12 0 "
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	......	......	......	......	......
Do. ... Good	Rs. 212, 15 to 25th March 1901.	Rs. 214, 15 to 25th March 1901.	Rs. 216, 15 to 25th March 1901.	Rs. 214, 15 to 25th March 1901.	Rs. 224, 15 to 25th March 1901.
Oomrawuttee, Good Staple ... F. G.	" 210 Ready.	" 210 Ready	" 208 Ready.	" 205 Ready.	" 201 Jan. 1901.
" ... Good	......	......	......	......	......
Khandeish ... F. G.	" 202 "	" 203 "	202 "	" 200 "	" 188 Ready.
" ... Good	......	......	......	......	......
Belatee ... Fine	" 208 "	" 208 "	207 "	......	......
" ... F. G.	" 203 "	" 208 "	202 "	......	......
Bhownugger ... Fine	......	......	......	......	......
" ... F. G.	......	......	......	......	......
" ... Good	......	......	......	......	" 192, 15 to 25th May 1901.
Bengals ... Fine	" 198 "	" 193 "	192 "	" 190 "	" 190 Ready.
" ... F. G.	" 188 "	" 183 "	180 "	" 180 "	" 180 "
" ... Good	" 183 "	" 178 "	175 "	" 175 "	" 175 "
Dharwar (S. G.) ... Good	" 225 "	" 225 "	225 "	" 223 "	" 225 "
Westerns ... Good	" 212 "	" 213 "	213 "	" 211 "	" 215 "
Gingellyseed, White (per cwt.)	......	......	......	......	......
" Mixed "	......	......	......	......	......
Linseed, Bold "	" 10 2 0 Rdy.	" 10 4 0 Rdy.	10 8 0 Rdy.	" 10 8 0 Rdy.	" 10 12 6 Rdy.
" Small Seed "	" 9 7 0 "	" 9 12 0 "	10 0 0 "	" 9 15 0 "	" 10 7 0 "
Rapeseed, Guzerat Yellow "	" 8 2 0 "	" 8 0 0 "	8 0 0 Nl.	" 8 0 0 "	" 8 0 0 "
" Brown Delhi "	" 7 9 0 "	" 7 7 6 "	7 8 0 Rdy.	" 7 7 6 "	" 7 12 0 "
" Yellow Cawnpore "	" 7 13 0 "	" 7 12 0 "	7 13 0 "	" 7 13 6 "	" 7 15 6 "
Poppyseed "	" 8 9 0 "	" 8 7 6 "	8 5 0 "	" 8 5 0 "	" 8 9 6 "
Groundnuts "	......	......	......	......	......
Castorseed, Ordinary Quality F. A. "	" 8 0 0 "	" 8 1 0 "	8 1 0 "	" 8 0 6 "	" 8 2 6 "
Wheat, White Pessy 85 per cent. "	......	......	......	......	......
" Jabalpur Pessy "	......	......	......	......	......
" Ahmedabad (Soft Red) "	......	......	......	......	......
" Hard Yellow 63 per cent. "	......	......	......	......	......
" Delhi, No. 1, White Pessy "	Rs. 5 6 0 "	Rs. 5 3 6 "	Rs. 5 3 0 Aug.-Sept	Rs. 5 1 6 "	Rs. 5 1 6 "
" " Red "	......	......	......	......	......
" Hard Red Khatha 75 per cent. "	......	......	......	......	......
" Nagpore Khathi "	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,335	Rs. 1,325	Rs. 1,275	Rs. 1,300	Rs. 1,325
" " " New	" 1,300	" 1,250	" 1,255	" 1,270	" 1,275
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 16 6	0 16 0	......	......	0 15 0
" Seeds and Wheat	0 15 0	0 14 0	......	......	0 15 0
London—Measurement cargo (P. & O.)	0 18 0	0 18 0	0 18 0	0 17 6	0 18 0
" Seeds and Wheat "	0 15 0	0 15 0	0 15 0	0 14 0	0 14 0
Trieste & Venice—Measurement cargo	1 1 0	1 1 0	1 1 0	......	0 16 0
" " Seeds and Wheat	1 1 0	1 1 0	1 1 0	......	0 15 0
Marseilles—Measurement cargo	0 14 0	0 13 0	......	......	0 15 0
" Seeds and Wheat	0 14 0	0 13 0	......	......	0 15 0
Genoa—Measurement cargo	0 12 0	0 11 0	......	......	0 9 0
" Seeds and Wheat	0 12 0	0 11 0	......	......	0 9 0
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " "	" 17	" 17	" 17	" 17	" 17

QUOTATIONS.	5 Days ending 12th September.	9 Days ending 21st September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.
" " Sight	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.
" " ... 3 m'ths' "	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
First-class Credits ... ... 3 " "	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" ... ... 6 " "	......	1s. 4⅜d.	1s. 4⅜d.	1s. 4⅜d.	1s. 4 3/8d.
Documents ... ... 3 " "	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" ... ... 6 " "	......	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.
Paris Francs Mercantile Bills ... 3 " "	1·69¾	1·70	1·70	1·70	1·69¾
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills 30 days' Sight, per 100 Dollars	H. 150 0 0	H. 151 0 0	H. 152 0 0	H. 154 0 0	H. 154 0 0
" " 100 Taels	S. 203 8 0	S. 202 0 0	S. 205 0 0	S. 210 0 0	S. 210 0 0
" " 100 Yens	J. 148 8 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 148 8 0
English Bar Gold, 100 touch (per tola)	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0
Sovereigns	15 1 3	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	73 10 0 Rdy	73 14 0 Rdy	74 6 0 Rdy	75 2 0 Rdy	74 8 0 Rdy
	73 10 0 Fwd	73 12 0 Fwd	74 4 0 Fwd	75 4 0 Fwd	74 12 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3 "	4 "	4 "	3 "	3 "
Rate of Interest in the open Market on Government Paper	2 "	3 "	3 "	3 "	3 "
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 96 1 0	Rs. 96 0 0	Rs. 96 1 0	Rs. 96 0 0	Rs. 97 1 0
Three per cents.	" 87 8 0	" 87 8 0	" 87 8 0	" 87 8 0	" 88 0 0
IMPORTS.					
Piece Goods—					
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 4 6	Rs. 3 6 6	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 8 0
8lbs. 38 in. 37½ to 38 yds. " "	" 3 12 0	" 3 14 0	" 3 15 0	" 3 15 0	" 3 15 6
No. 40s Mule Twist (per lb.)	As. 8 13/16 to 9½	As. 9¼ to 9½	As. 9¾ to 10¼	As. 9¾ to 10¼	As. 9¾ to 10¼
No. 30s Water " "	" 8¼ to 8¾	" 8½ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼	" 8¾ to 9¼
Copper Braziers (in bundles) per cwt.	Rs. 64 4 0	Rs. 66 0 0	Rs. 60 4 0	Rs. 66 4 0	Rs. 65 12 0
Yellow Metal " "	" 49 4 0	" 49 6 0	" 50 0 0	" 50 4 0	" 50 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 41 to 42	" 40 to 41	" 41 to 42	" 40 to 41	" 40 to 41
Basic Steel " "	" 42 to 43	" 41 to 42	" 42 to 43	" 41 to 42	" 41 to 42
Swedish Bar Iron "	" 62 to 64	" 62 to 63	" 65 to 67	" 64 to 66	" 64 to 66
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal " "	......	......	......	......	......
Japan " "	......	......	......	......	......
Desharghur (Bengal) " "	" 16 4 0 Rdy.	" 16 4 0 Rdy.	" 16 4 0 Rdy.	" 16 4 0 Rdy.	" 16 2 0 Rdy.
Muir's Navigation " "	" 14 4 0 "	" 14 0 0 "	" 13 12 0 "	" 14 0 0 "	" 13 12 0 "
Jardine's " "	" 14 12 0 "	" 14 12 0 "	" 14 8 0 "	" 14 8 0 "	" 14 6 0 "
Seebpore " "	......	" 15 8 0 "	" 15 4 0 "	" 15 0 0 "	" 15 0 0 "
Singairni " Rail Dly.	......	......	" 13 8 0 "	" 13 12 0 "	" 13 8 0 "
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	......	......	......	Rs. 246, March-April 1901	Rs. 239, Mar.-Apl. 1901.
Do. ... Good	Rs. 233, 15 to 25th March 1901	Rs. 235, 15 to 25th March 1901	Rs. 237, 15 to 25th March 1901.	" 243, 15 to 25th March 1901	" 232, 25th Mar. 1901.
Oomrawuttee, Good Staple ... F. G.	......	" 220 Jan. 1901.	" 220 Jan. 1901	" 223 Dec.	" 215, Dec.
" ... Good	......	......	......	......	......
Khandeish ... F. G.	" 203 Ready.	" 210 Jan. 1901	" 210 Jan. 1901	" 214 Jan. 1901	" 203, Jan. 1901
" ... Good	......	......	......	......	......
Belatee ... Fine	......	......	......	......	" 215, Dec.
" ... F. G.	......	......	......	......	" 205, "
Bhownugger ... Fine	......	......	......	......	......
" ... F. G.	......	......	......	......	......
" ... Good	" 204 15 to 25th May 1901	210 15 to 25th May 1901	" 212 15 to 25th May 1901	" 215 15 to 25th May 1901	" 210, 25th May 1901.
Bengals ... Fine	" 200 Ready.	" 210 Ready.	" 213 Ready.	" 210 Ready.	" 200, 25th Jan. 1901.
" ... F. G.	" 188 "	" 200 "	" 200 "	" 200 "	" 188, 25th Jan. 1901.
" ... Good	" 183 "	" 195 "	" 195 "	" 195 "	......
Dharwar (S. G.) ... Good	" 230 "	" 242 "	" 240 "	" 240 "	" 235 Rdy.
Westerns ... Good	" 225 "	" 235 "	" 232 "	" 235 "	" 230 "
Gingellyseed, White (per cwt.)	......	......	......	......	......
" Mixed "	......	......	......	......	......
Linseed, Bold "	" 10 12 0 Rdy.	" 10 14 0 Rdy	" 10 14 0 Ready	" 10 14 0 Rdy.	" 11 0 0 Rdy.
" Small Seed "	10 7 0 "	" 10 8 0 "	" 10 10 0 "	" 10 10 6 "	" 10 14 0 "
Rapeseed, Guzerat Yellow "	7 7 0 Mar.-April 1901	" 8 8 0 "	" 8 10 0 "	" 8 12 0 "	" 8 13 6 "
" Brown Delhi "	" 7 12 0 Rdy.	" 7 14 0 "	" 7 15 0 "	" 8 0 0 "	" 8 4 6 "
" Yellow Cawnpore "	" 8 3 0 "	" 8 7 0 "	" 8 9 0 "	" 8 11 0 "	" 8 13 0 "
Poppyseed "	" 8 9 0 "	" 8 12 0 "	" 8 11 6 "	" 8 14 6 "	" 8 15 0 "
Groundnuts "	......	......	......	......	......
Castorseed, Ordinary Quality F. A. "	......	" 8 1 0 "	" 8 2 6 "	" 8 2 6 "	" 8 2 0 "
Wheat, White Pessy 85 per cent. "	......	......	......	......	......
" Jabalpur Pessy "	......	......	......	......	......
" Ahmedabad (Soft Red) "	......	......	......	......	......
" Hard Yellow 63 per cent. "	......	......	......	......	......
" Delhi, No. 1, White Pessy "	Rs. 5 1 0 "	Rs. 5 1 0 "	Rs. 5 1 0 "	Rs. 5 0 0 "	Rs. 5 0 0 "
" " Red "	......	......	......	......	......
" Hard Red Khatha 75 per cent. "	......	......	......	......	......
" Nagpore Khathi "	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,325	Rs. 1,325	Rs. 1,[illegible]30	Rs. 1,325	Rs. 1,315
" " " New	1,275	" 1,280	" 1,300	" 1,275	" 1,270
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	......	......	0 19 0	1 0 0	0 18 6
" Seeds and Wheat	......	......	0 17 6	1 0 0	0 18 6
London—Measurement cargo (P. & O.)	0 18 6	1 0 0	1 1 0	1 2 6	1 4 0
" Seeds and Wheat "	0 14 0	0 16 6	0 17 6	0 18 6	0 19 0
Trieste & Venice—Measurement cargo	0 15 0	0 15 0	0 19 0	1 0 0	0 19 0
" " Seeds and Wheat	0 15 0	0 15 0	0 19 0	1 0 0	0 19 0
Marseilles—Measurement cargo	......	......	......	......	......
" Seeds and Wheat	......	......	......	......	......
Genoa—Measurement cargo	0 12 0	0 13 0	0 13 6	0 13 0	0 13 6
" Seeds and Wheat	0 12 0	0 13 0	0 13 6	0 13 0	0 13 6
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " "	" 17	" 17	" 17	" 17	" 17

QUOTATIONS.	Week ending 19th October.	Week ending 26th October.	Week ending 2nd November.	Week ending 9th November.	Week ending 16th November.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 29/32d.	1s. 3⅞d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.
" " Sight	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.
" " ... 3 m'ths' "	1s. 4 1/32d.	1s. 4d.	......	1s. 4 1/32d.	1s. 4 1/16d.
First-class Credits ... ... 3 " "	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" ... ... 6 " "	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.
Documents ... ... 3 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" ... ... 6 " "	1s. 4⅜d.	1s. 4⅜d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.
Paris Francs Mercantile Bills ... 3 " "	1·69¾	1·69½	1·69¾	1·69½	1·69¾
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/32	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills 30 days' Sight, per 100 Dollars	H. 153 0 0	H. 155 0 0	H. 154 0 0	H. 155 0 0	H. 155 0 0
" " 100 Taels	S. 210 0 0	S. 210 0 0	S. 209 0 0	S. 210 0 0	S. 210 0 0
" " 100 Yens	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 0 0
English Bar Gold, 100 touch (per tola)	24 1 0	24 1 6	24 1 0	24 1 6	24 1 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	74 12 0 Rdy	75 8 0 Rdy.	75 14 0 Rdy	74 14 0 Rdy	75 6 0 Rdy
	74 12 0 Fwd	75 8 0 Fwd.	76 2 0 Fwd	75 2 0 Fwd	75 8 0 Fwd
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3 "	3 "	3 "	3 "	3 "
Rate of Interest in the open Market on Government Paper	3 "	3 "	2 "	3 "	3 "
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 97 3 0	Rs. 97 8 0	Rs. 97 9 0	Rs. 97 11 0	Rs. 97 8 0
Three per cents.	" 88 0 0	" 88 0 0	" 88 0 0	" 88 0 0	" 88 0 0
IMPORTS.					
Piece Goods—					
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 7 6	Rs. 3 7 0	Rs. 3 6 6	Rs. 3 6 6	Rs. 3 6 6
8lbs. 38 in. 37½ to 38 yds. " "	" 3 15 0	" 3 14 6	" 3 14 0	" 3 14 0	" 3 14 0
No. 40s Mule Twist (per lb.)	As. 9¾ to 10¼	As. 9½ to 10	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾
No. 30s Water " "	" 8¾ to 9¼	" 8½ to 9	" 8½ to 9	" 8¼ to 9	" 8½ to 9
Copper Braziers (in bundles) per cwt.	Rs. 66 0 0	Rs. 66 4 0	Rs. 66 0 0	Rs. 65 8 0	Rs. 65 12 0
Yellow Metal " "	" 50 4 0	" 50 4 0	" 50 4 0	" 50 4 0	" 50 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 40 to 41	" 39 to 40	" 39 to 40	" 40 0 0	" 38 to 39
Basic Steel " "	" 41 to 42	" 41 to 42	" 41 to 42	" 40 8 0	" 40 to 41
Swedish Bar Iron "	" 64 to 66	" 64 to 65	" 64 to 65	" 65 to 66	" 65 to 66
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	......
Cardiff Coal " "	......	......	" 37 0 0 Rdy	......	......
Japan " "	......	......	......	......	......
Desharghur (Bengal) " "	" 16 2 0 Rdy.	" 16 4 0 Rdy.	" 16 4 0 "	Rs. 16 4 0 Rdy.	" 16 4 0 Rdy.
Muir's Navigation " "	" 13 14 0 "	" 14 0 0 "	" 13 12 0 "	" 14 0 0 "	" 14 0 0 "
Jardine's " "	" 14 4 0 "	" 14 4 0 "	" 14 4 0 "	" 14 4 0 "	" 14 0 0 "
Seebpore " "	" 15 0 0 "	" 15 0 0 "	" 15 4 0 "	" 15 4 0 "	" 15 0 0 "
Singairni " Rail Dly.	" 13 8 0 "	" 13 8 0 "	......	......	......
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	Rs. 230, Mar.-Apl. 1901.	Rs. 221, Mar.-Apl. 1901.	Rs. 225, Mar.-Apl. 1901.	Rs. 229, Mar.-Apl. 1901.	Rs. 234, Mar.-Apl. 1901.
Do. ... Good	" 223, 25th Mar. 1901.	" 216, 25th Mar. 1901.	" 218, 25th Mar. 1901.	" 222, 25th Mar. 1901.	" 224, Mar. 1901
Oomrawuttee, Good Staple ... F. G.	" 206, Dec.-Jan.	" 199, Dec.-Jan.	" 200, Dec.-Jan.	" 208, Dec.-Jan.	" 212, Dec.-Jan.
" ... Good	......	......	......	......	......
Khandeish ... F. G.	" 195, Dec.-Jan.	" 189, Dec. Jan.	" 191, Dec.-Jan.	" 193 "	" 198 "
" ... Good	......	......	......	......	......
Belatee ... Fine	" 205, Jan. 1901.	" 197, Dec. Jan.	" 197, Dec.-Jan.	" 200 "	" 205 "
" ... F. G.	" 197, "	" 190 "	" 191, "	" 193 "	" 199 "
Bhownugger ... Fine	" 220, Mar.-Apl. 1901.	" 212, Mar.-Apl. 1901.	" 212, Mar.-Apl. 1901.	" 214 Mar.-Apl. 1901.	" 215, Mar.-Apl. 1901.
" ... F. G.	......	......	......	......	......
" ... Good	" 200, 25th May 1901.	" 192, 25th May 1901.	" 194, 25th May 1901.	" 196, 25th May 1901.	" 196 May 1901.
Bengals ... Fine	" 195, January 1901.	" 189, Dec.-Jan.	" 190, Dec.-Jan.	" 191, Dec.-Jan.	" 193, Dec.-Jan.
" ... F. G.	" 183, January 1901.	" 177 "	" 178, "	" 181 "	" 183 "
" ... Good	......	......	......	......	......
Dharwar (S. G.) ... Good	......	" 212, May 1901	" 212, May 1901.	" 215, May 1901	......
Westerns ... Good	......	......	......	......	
Gingellyseed, White (per cwt.)	......	......	......	......	" 8 13 6 Rdy.
" Mixed "	......	......	......	......	
Linseed, Bold "	" 11 7 0 Rdy.	" 11 4 0 Rdy.	" 10 12 0 Rdy	" 10 12 6 Rdy.	" 10 9 6 "
" Small Seed "	" 11 5 0 "	" 11 2 0 "	" 10 8 0 "	" 10 10 0 "	" 10 7 6 "
Rapeseed, Guzerat Yellow "	......	" 9 0 0 "	" 8 15 0 "	" 9 0 0 "	" 7 12 0 Apl.-May 1901.
" Brown Delhi "	" 8 10 0 "	" 8 10 0 "	" 8 4 0 "	" 8 2 0 "	" 8 0 0 Rdy.
" Yellow Cawnpore "	" 8 14 0 "	" 8 15 0 "	" 8 12 0 "	" 8 12 0 "	" 8 9 6 "
Poppyseed "	" 9 5 0 "	" 9 5 0 "	" 9 0 0 "	" 9 2 0 "	" 9 0 0 "
Groundnuts "	......	......	......	......	......
Castorseed, Ordinary Quality F. A. "	" 7 14 0 "	" 7 13 0 "	" 7 9 0 "	" 7 3 0 "	" 7 4 0 "
Wheat, White Pessy 85 per cent. "	......	......	......	......	......
" Jabalpur Pessy "	......	......	......	......	......
" Ahmedabad (Soft Red) "	......	......	......	......	......
" Hard Yellow 63 per cent. "	......	......	......	......	......
" Delhi, No. 1, White Pessy "	Rs. 4 14 6 "	Rs. 4 14 6 "	Rs. 4 14 6 "	Rs. 4 14 6 "	Rs. 4 8 0 Apl.-May 1901.
" " Red "	......	......	......	......	......
" Hard Red Khatha 75 per cent. "	......	......	......	......	......
" Nagpore Khathi "	......	......	......	......	......
Opium (Malwa) per chest, Old	Rs. 1,315	Rs. 1,315	Rs. 1,315	Rs. 1,310	Rs. 1,315
" " " New	" 1,275	" 1,275	" 1,275	" 1,275	" 1,270
FREIGHTS.	(Ready) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)	0 19 0	0 18 0	0 17 0	0 16 6	0 16 0
" Seeds and Wheat	0 18 6	0 18 0	0 17 0	0 16 6	0 16 0
London—Measurement cargo (P. & O.)	1 4 0	1 4 0	1 4 0	1 4 0	1 0 0
" Seeds and Wheat "	0 19 0	0 18 0	0 18 0	0 18 0	0 18 0
Trieste & Venice—Measurement cargo	0 19 0	1 0 0	0 18 0	0 19 0	......
" " Seeds and Wheat	0 19 0	1 0 0	0 18 0	0 19 0	......
Marseilles—Measurement cargo	0 18 0	......	......	0 14 0	0 16 0
" Seeds and Wheat	0 18 0	......	......	0 14 0	0 16 0
Genoa—Measurement cargo	0 13 0	0 13 6	......	0 13 0	......
" Seeds and Wheat	0 13 0	0 13 6	......	0 13 0	
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " "	" 17	" 17	" 17	" 17	" 17

QUOTATIONS.	Week ending 23rd November.	Week ending 30th November.	Week ending 7th December.	Week ending 14th December.	We[ek ending] 22n[d December.]
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	
On England Bank Bills, Tel. Transfer	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4 1/32d.	1s.
" " Sight	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/16d.	1s.
" " ... 3 m'ths' "	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s.
First-class Credits ... ... 3 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 9/32d.	1s.
" ... ... 6 " "	1s. 4 11/32d.	1s. 4 11/32	1s. 4 3/8d.	1s. 4 7/16d.	1s.
Documents ... ... 3 " "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 5/16d.	1s.
" ... ... 6 " "	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 13/32d.	1s. 4 15/32d.	1s.
Paris Francs Mercantile Bills ... 3 " "	1·69¾	1·69½	1·69¾	1·70¼	1·71
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100	100
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
On China Mercantile Bills 30 days' Sight, per 100 Dollars	H. 155 0 0	H. 155 0 0	H. 155 0 0	H. 155 0 0	H. 1
" " 100 Taels	S. 210 0 0	S. 210 0 0	S. 210 0 0	S. 212 0 0	S. 2
" " 100 Yens	J. 148 8 0	J. 149 0 0	J. 149 0 0	J. 149 0 0	J. 1
English Bar Gold, 100 touch (per tola)	24 1 6	24 1 6	24 1 0	24 0 6	
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	
Bar Silver	75 0 0 Rdy	75 1 0 Rdy	75 4 0 Rdy	75 0 0 Rdy	
	75 2 0 Fwd	75 4 0 Fwd	75 8 0 Fwd	75 8 0 Fwd	
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	5 per cent.	6 per cent.	7 per cent.	8 p
Bank Rate of Interest on Demand Loans on Government Securities	3 "	4 "	4 "	5 "	7
Rate of Interest in the open Market on Government Paper	3 "	3 "	3 "	5 "	6
GOVERNMENT SECURITIES.					
Three-and-a-half per cents.	Rs. 97 6 0	Rs. 97 3 0	Rs. 96 7 0	Rs. 96 2 0	Rs.
Three per cents.	" 88 0 0	" 88 0 0	" 88 0 0	" 87 0 0	"
IMPORTS.					
Piece Goods—					
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 6 6	Rs. 3 6 6	Rs. 3 6 6	Rs. 3 6 6	Rs.
8lbs. 38 in. 37½ to 38 yds. " "	" 3 14 0	" 3 14 0	" 4 0 0	" 4 0 0	"
No. 40s Mule Twist (per lb.)	As. 9¼ to 9¾	As. 9½ to 9⅞	As. 9½ to 9⅞	As. 9½ to 9⅞	As.
No. 30s Water " "	" 8½ to 9	" 8¾ to 9¼	" 8¼ to 9¼	" 8½ to 9¼	"
Copper Braziers (in bundles) per cwt.	Rs. 65 12 0	Rs. 65 8 0	Rs. 65 4 0	Rs. 65 0 0	Rs.
Yellow Metal " "	" 50 4 0	" 50 2 0	" 50 4 0	" 50 4 0	"
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 38 to 39	" 37 to 38	" 38 to 38 8 0	" 37 to 38	"
Basic Steel " "	" 39 to 40	" 38 to 39	" 38 to 39	" 38 to 39	"
Swedish Bar Iron "	" 64 to 65	" 65 to 66	" 64 to 65	" 64 to 65	"
Davison's West Hartley Coal (per ton) alongside	......	......	......	......	
Cardiff Coal " "	......	......	......	......	
Japan " "	......	......	......	......	
Desharghur (Bengal) " "	" 16 0 0 Rdy.	" 16 0 0 Rdy	" 16 0 0 Rdy.	" 15 8 0 Rdy.	"
Muir's Navigation " "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 12 12 0 "	"
Jardine's " "	" 13 8 0 "	" 13 0 0 "	" 13 8 0 "	" 13 8 0 "	"
Seebpore " "	" 14 12 0 "	......	......	......	"
Singairni " Rail Dly.	......	......	......	......	
EXPORTS.					
Cotton (Full-pressed; per candy of 784 lbs.)—					
Broach ... Fine	Rs. 236, Mar. 1901	Rs. 235, Mar. 1901	Rs. 234 Mar. 1901.	Rs. 229, Mar. 1901	Rs.
Do. ... Good	" 226, "	" 224, "	" 222, "	" 218, "	"
Oomrawuttee, Good Staple ... F. G.	" 210, Dec.-Jan.	" 208, Dec.-Jan.	" 215, Ready.	" 208, Ready.	"
" ... Good	......	......	......	......	
Khandeish ... F. G.	" 200 "	" 199, "	" 201, "	" 194, "	"
" ... Good	......	......	......	......	
Belatee ... Fine	" 210, Dec.	" 210, "	" 207, "	" 200, "	"
" ... F. G.	" 204 "	" 203, "	" 202, "	" 195, "	"
Bhownugger ... Fine	" 220, Mar.-Apl. 1901.	" 221, Mar.-Apl. 1901.	" 223, Mar.-Apl. 1901.	" 217, Mar.-Apl. 1901.	"
" ... F. G.	......	......	......	......	
" ... Good	" 200, May 1901.	" 200, May 1901	" 198, May 1901	" 194, May 1901.	"
Bengals ... Fine	" 195 Jan. 1901.	" 194, Jan. 1901.	" 190, Ready.	" 184, Ready.	"
" ... F. G.	" 185 "	" 181, "	" 178, "	" 170, "	"
" ... Good	......	......	......	......	
Dharwar (S. G.) ... Good	" 220, May 1901.	" 221, May 1901.	" 222, May 1901.	" 218, May 1901.	"
Westerns ... Good	......	" 212, "	" 213, "	" 208, "	"
Gingellyseed, White (per cwt.)	" 8 14 0 Rdy.	" 8 13 0 Rdy.	" 8 12 0 Rdy.	" 8 11 6 Rdy.	"
" Mixed "	......	" 8 2 0 "	" 8 1 0 "	" 8 4 0 "	"
Linseed, Bold "	" 10 8 0 "	" 10 10 0 "	" 10 11 0 "	" 10 7 0 "	"
" Small Seed "	" 10 6 0 "	" 10 7 0 "	" 10 7 0 "	" 10 4 0 "	"
Rapeseed, Guzerat Yellow "	" 7 14 0 Mar.-Apl. 1901.	......	" 7 13 0 Apl.-May, 1901.	" 7 13 0 Apl.-May, 1901.	"
" Brown Delhi "	" 8 5 0 Rdy.	" 8 8 6 "	" 8 8 6 Rdy.	" 8 7 0 Rdy.	"
" Yellow Cawnpore "	" 8 12 0 "	" 8 15 0 "	" 8 15 0 "	" 8 12 0 "	"
Poppyseed "	" 9 2 0 "	" 9 5 0 "	" 9 2 0 "	" 9 3 0 "	"
Groundnuts "	......	......	......	......	
Castorseed, Ordinary Quality F. A. "	" 7 9 6 "	" 7 9 6 "	" 7 14 0 "	" 7 11 0 "	"
Wheat, White Pessy 85 per cent. "	......	......	......	......	
" Jabalpur Pessy "	......	......	......	......	
" Ahmedabad (Soft Red) "	......	......	......	......	
" Hard Yellow 63 per cent. "	......	......	......	......	
" Delhi, No. 1, White Pessy "	Rs. 4 8 0 Apl.-May 1901.	Rs. 4 7 6 Apl.-May 1901.	Rs. 4 7 0 Apl.-May, 1901.	Rs. 4 7 3 Apl.-May, 1901	Rs
" " Red "	......	......	......	......	
" Hard Red Khatha 75 per cent. "	......	......	......	......	
" Nagpore Khathi "	......	......	......	......	
Opium (Malwa) per chest, Old	Rs. 1,315	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs
" " " New	" 1,275	" 1,270	" 1,275	" 1,275	"
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(£
Liverpool—Cotton (per ton of 40 feet)	0 16 0	0 13 9	0 14 0	0 13 0	0
" Seeds and Wheat	0 16 0	0 13 9	0 14 6	0 13 0	0
London—Measurement cargo (P. & O.)	1 0 0	1 0 0	0 18 0	0 18 6	0
" Seeds and Wheat "	0 15 6	0 13 0	0 13 0	0 12 6	0
Trieste & Venice—Measurement cargo	......	0 15 6	1 0 0	1 0 0	1
" " Seeds and Wheat	......	0 15 6	1 0 0	1 0 0	1
Marseilles—Measurement cargo	......	0 13 0	......	0 13 0	0
" Seeds and Wheat	......	0 13 0	......	0 13 0	0
Genoa—Measurement cargo	......	0 13 0	0 13 6	0 13 0	0
" Seeds and Wheat	......	0 13 0	0 12 6	0 13 0	0
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs.
Japan " "	" 17	" 17	" 17	" 17	"

H. Hongkong. S. Shanghai. J. Japan.

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the year 1900.—Continued.

	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.	Week ending 27th July.	Week ending 3rd August.	Week ending 9th August.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.	Week ending 7th September.	5 Days ending 12th September.	9 Days ending 21st September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.	Week ending 19th October.	Week ending 26th October.
...	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
ght	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 15 16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3d.
...	1s. 3 31/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3d.
...	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	.....
...	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/16d.
...	1s. 4 5/16d.	1s. 4 3/8d.	1s. 4 7/32d.	1s. 4 3/8d.	1s. 4 3/16d.	.....	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	.....	.....	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.
...	1/69/64	1/69/64	1/70	1/69/64	1/70	1/70	1/70	1/70	1/70	1/70	1/69/64	1/70	1/70	1/69/64	1/69/64	1/69/64	1/69/64
	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 3/32	100 3/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32
...	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
ura.	H. 145 0 0	H. 146 0 0	H. 146 0 0	H. 146 0 0	H. 148 8 0	H. 148 0 0	H. 148 8 0	H. 148 0 0	H. 149 0 0	H. 150 0 0	H. 150 0 0	H. 151 0 0	H. 152 0 0	H. 154 0 0	H. 154 0 0	H. 153 0 0	H. 154 0 0
s...	S. 197 0 0	S. 200 0 0	S. 198 0 0	S. 199 8 0	S. 198 0 0	S. 199 8 0	S. 200 0 0	S. 200 0 0	S. 203 8 0	S. 203 8 0	S. 202 0 0	S. 202 0 0	S. 205 0 0	S. 210 0 0	S. 210 0 0	S. 210 0 0	S. 209 0 0
s...	J. 148 0 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 0 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 149 0 0	J. 149 0 0	J. 148 8 0	J. 148 8 0	J. 148 8 0	J. 148 8 0
...	23 15 6	24 0 0	24 0 0	24 0 0	23 15 6	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0	24 1 0
...	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 1 3	15 1 3	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
...	72 4 0 Rdy	72 4 0 Rdy	72 4 0 Rdy	71 8 0 Rdy	72 0 0 Rdy	71 14 0Rdy	72 0 0 Rdy	72 0 0 Rdy	73 0 0 Rdy.	73 2 0 Fwd	73 10 0 Fwd	73 14 0Rdy	74 6 0 Rdy	75 2 0Rdy	74 12 0 Rdy	74 12 0 Rdy	75 8 0Rdy.
...	72 8 0 Fwd	72 6 0 Fwd	72 6 0 Fwd	71 8 0Fwd	71 15 0 Fwd	72 0 0Fwd	72 2 0 Fwd	72 3 0 Fwd	72 8 0Fwd.			73 14 0Fwd	74 4 0 Fwd		74 12 0 Fwd	74 12 0 Fwd	75 8 0Fwd.
ys'	5 per cent.	5 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.
...	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	3 ,,	4 ,,	4 ,,	3 ,,	3 ,,	3 ,,	3 ,,
on										2 ,,	2 ,,	3 ,,	3 ,,	3 ,,	3 ,,	3 ,,	2 ,,
ov.	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	3 ,,	4 ,,								
...	Rs. 94 6 0	Rs. 95 2 0	Rs. 94 6 0	Rs. 94 3 0	Rs. 94 12 0	Rs. 94 8 0	Rs. 94 9 0	Rs. 94 12 0	Rs. 95 0 0	Rs. 95 13 0	Rs. 96 1 0	Rs. 96 0 0	Rs. 96 1 0	Rs. 96 0 0	Rs. 97 1 0	Rs. 97 3 0	Rs. 97 8 0
	,, 87 8 0	,, 87 8 0	,, 87 8 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 8 0	,, 87 8 0	,, 87 8 0	,, 87 8 0	,, 87 8 0	,, 88 0 0	,, 88 0 0	,, 88 0 0
e).	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 2 6	Rs. 3 3 6	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 6	Rs. 3 6 6	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 8 0	Rs. 3 7 6	Rs. 3 7 0
...	,, 3 9 6	,, 3 9 6	,, 3 9 6	,, 3 11 6	,, 3 11 6	,, 3 11 6	,, 3 11 6	,, 3 11 6	,, 3 11 6	,, 3 11 6	,, 3 12 0	,, 3 14 0	,, 3 15 0	,, 3 15 0	,, 3 15 0	,, 3 14 0	,, 3 14 0
...	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8¾ to 8 7/8	As. 8½ to 9	As. 8½ to 9	As. 8¾ to 9	As. 8½ to 9	As. 8½ to 9	As. 8½ to 9	As. 8 13/16 to 9½	As. 9¼ to 9¾	As. 9⅜ to 10¼	As. 9⅜ to 10¼	As. 9⅜ to 10¼	As. 9⅜ to 10	As. 9⅜ to 10
...	,, 7 7/8 to 8 3/8	,, 7 7/8 to 8 3/8	,, 7 7/8 to 8 3/8	,, 8 1/8 to 8 3/4	,, 8½ to 8¾	,, 8½ to 8¾	,, 8½ to 8¾	,, 8½ to 8¾	,, 8½ to 8¾	,, 8¾ to 9	,, 8½ to 8¾	,, 8¾ to 9¼	,, 8½ to 9¾	,, 8½ to 9¾	,, 8¾ to 9	,, 8¾ to 9	,, 8¾ to 9
...	Rs. 62 12 0	Rs. 62 12 0	Rs. 63 0 0	Rs. 63 4 0	Rs. 63 4 0	Rs. 63 0 0	Rs. 62 8 0	Rs. 62 12 0	Rs. 63 4 0	Rs. 63 4 0	Rs. 63 4 0	Rs. 63 6 0	Rs. 63 15 0	Rs. 64 0 0	Rs. 63 12 0	Rs. 63 12 0	Rs. 65 12 0
...	,, 49 8 0	,, 49 8 0	,, 49 0 0	,, 49 4 0	,, 49 4 0	,, 49 0 0	,, 49 0 0	,, 49 4 0	,, 49 4 0	,, 49 4 0	,, 49 4 0	,, 49 6 0	,, 50 0 0	,, 50 4 0	,, 50 4 0	,, 50 4 0	,, 50 4 0
s),	,, 44 to 45	,, 43 to 44	,, 43 to 44	,, 42 to 43	,, 42 to 43	,, 40 to 41	,, 42 to 43	,, 42 to 43	,, 41 to 42	,, 41 to 42	,, 41 to 42	,, 40 to 41	,, 40 to 41	,, 40 to 41	,, 40 to 41	,, 40 to 41	,, 38 to 39
...	,, 47 to 48	,, 46 to 47	,, 46 to 47	,, 45 to 46	,, 43 to 44	,, 44 0 0	,, 42 to 43	,, 42 to 43	,, 42 to 43	,, 42 to 43	,, 42 to 43	,, 41 to 42	,, 42 to 43	,, 41 to 42	,, 41 to 42	,, 41 to 42	,, 40 to 41
...	,, 59 to 60	,, 57 to 58	,, 57 to 58	,, 57 to 58	,, 59 to 60	,, 60 0 0	,, 63 0 0	,, 60 0 0	,, 63 0 0	,, 63 0 0	,, 62 to 64	,, 62 to 63	,, 65 to 67	,, 64 to 66	,, 64 to 66	,, 64 to 66	,, 64 to 65
...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	,, 16 8 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 8 0 Rdy.	,, 16 0 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 4 0 Rdy.	,, 16 2 0 Rdy.	,, 16 2 0 Rdy.	,, 16 4 0 Rdy.
...	,, 15 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 15 0 0 ,,	,, 14 0 0 ,,	,, 14 8 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 14 8 0 ,,	,, 14 8 0 ,,	,, 14 12 0 ,,	,, 15 8 0 ,,	,, 13 12 0 ,,	,, 14 8 0 ,,	,, 14 6 0 ,,	,, 13 14 0 ,,	,, 14 4 0 ,,
...	,, 15 8 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 4 0 ,,	,, 15 4 0 ,,	,, 15 4 0 ,,	,, 15 8 0 ,,	,, 13 8 0 ,,	,, 13 12 0 ,,	,, 13 8 0 ,,	,, 13 12 0 ,,	,, 15 0 0 ,,	,, 15 4 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,
...	,, 14 0 0 ,,	,, 13 12 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 15 4 0 ,,	,, 14 4 0 ,,	,, 14 4 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,	,, 13 8 0 ,,
...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

00133567

Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020